

CITY OF FORT WAYNE, INDIANA
JOURNAL OF THE PROCEEDINGS
OF THE COMMON COUNCIL

BRADBURY P, BURNS P, EISBART P,
GIAQUINTA P, HENRY P, REDD P,
SCHMIDT, STIER, TALARICO P,

SPECIAL , 19 ,

SESSION HAVING BEEN DELIVERED TO THE COUNCIL, WERE, ON MOTION, APPROVED AND PUBLISHED.



The City of Fort Wayne

Office of the Mayor

August 15, 1984

To the Common Council
Fort Wayne, Indiana

Gentlemen and Mrs. Bradbury:

Today, August 15, 1984, I have approved the following ordinances and resolutions passed by the Common Council at its regular meeting of August 14, 1984

(Bill No. S-84-07-16)

(as amended)

SPECIAL ORDINANCE NO. S-88-84

AN AMENDED ORDINANCE AUTHORIZING THE ISSUANCE AND SALE OF \$650,000 ECONOMIC DEVELOPMENT REVENUE BONDS OF THE CITY OF FORT WAYNE, INDIANA, FOR THE PURPOSE OF MAKING A LOAN TO PINES OF AMERICA INC., AN INDIANA CORPORATION, IN ORDER TO FINANCE THE ACQUISITION AND REHABILITATION OF CERTAIN ECONOMIC DEVELOPMENT FACILITIES LOCATED IN THE CITY AND AUTHORIZING EXECUTION OF CERTAIN DOCUMENTS RELATING THERETO

(Bill No. S-84-07-21)

SPECIAL ORDINANCE NO. S-89-84

AN ORDINANCE approving Civil City Purchase Order #A-36346 by the City of Fort Wayne by and through its Department of Purchasing with Motorola Communications and Electronics, Inc. for the Communications Department

(Bill No. S-84-07-22)

SPECIAL ORDINANCE NO. S-90-84

AN ORDINANCE approving City Utilities Purchase Orders #A-42179 for WPC Maintenance with S.E. Jahn and Co.; #A-43180 for Technical Services with Dahm Bros.; #A-42181 for WPC Plant with Dahm Bros.; and Civil City Purchase Order

#A-36379 for the Fire Department with CMS Roofing; and #A-35380 for the Fire Department with S.E. Jahn Co.

(Bill No. S-84-07-23)
SPECIAL ORDINANCE NO. S-91-84

AN ORDINANCE approving Civil City Purchase Orders #A-36382 for the Board of Public Works; #A-36383 for the Fire Department; City Utilities Purchase Orders #A-42183 for Water Engineering; #A-42184 for Public Information; #A-42185 for the Operations Department; and #A-42186 for the Transportation Department of the City of Fort Wayne, with Logic Base Computer

(Bill No. S-84-07-24)
SPECIAL ORDINANCE NO. S-92-84

AN ORDINANCE ratifying Bid Reference No. 1144 by the City of Fort Wayne by and through its Park Commissioners and the Department of Purchasing with KLF, Inc.

(Bill No. R-84-07-35)
RESOLUTION NO. R-93-84

AN AMENDED RESOLUTION FINDING, DETERMINING AND RATIFYING AN INDUCEMENT RESOLUTION OF THE FORT WAYNE ECONOMIC DEVELOPMENT COMMISSION AUTHORIZING THE ISSUANCE AND SALE OF \$750,000.00 ECONOMIC REVENUE BONDS OF THE CITY OF FORT WAYNE, INDIANA, FOR THE PURPOSE OF INDUCING THE APPLICANT, CJD PARTNERSHIP TO PROCEED WITH THE ACQUISITION CONSTRUCTION AND EQUIPPING OF THE PROJECT

(Bill No. R-84-07-26)
DECLARATORY RESOLUTION NO. R-94-84

A DECLARATORY RESOLUTION confirming the designation of an "Economic Revitalization Area" under I.C. 6-1.1-12.1

(Bill No. R-84-07-28)
DECLARATORY RESOLUTION NO. R-95-84

A DECLARATORY RESOLUTION confirming the designation of an "Economic Revitalization Area" under I.C. 6-1.1-12.1

(Bill No. R-84-07-30)
DECLARATORY RESOLUTION NO. R-96-84

A DECLARATORY RESOLUTION confirming the designation of an "Economic Revitalization Area" under I.C. 6-1.1-12.1

(Bill No. R-84-07-32)
DECLARATORY RESOLUTION NO. R-97-84

A DECLARATORY RESOLUTION confirming the designation of an "Economic Revitalization Area" under I.C. 6-1.1-12.1

(Bill No. R-84-08-05)
DECLARATORY RESOLUTION NO. R-98-84

A DECLARATORY RESOLUTION designating an "Economic Revitalization Area" under I.C. 6-1.1-12.1

(Bill No. R-84-08-24)
DECLARATORY RESOLUTION NO. R-99-84

A DECLARATORY RESOLUTION designating an "Economic Revitalization Area" under I.C. 6-1.1-12.1

(Bill No. Z-84-07-10)
(as amended)
ZONING MAP ORDINANCE NO. Z-18-84

AN ORDINANCE amending the City of Fort Wayne Zoning Map No. Q-34

(Bill No. Z-84-07-11)
ZONING MAP ORDINANCE NO. Z-19-84

AN ORDINANCE amending the City of Fort Wayne Zoning Map No. M-18

(Bill No. G-84-04-04)
GENERAL ORDINANCE NO. G-18-84

AN ORDINANCE amending the Thoroughfare Plan of the City Comprehensive ("Master") Plan by vacating portions of streets

(Bill No. G-84-06-19)
GENERAL ORDINANCE NO. G-19-84

AN ORDINANCE amending the Thoroughfare Plan of the City Comprehensive ("Master") Plan by vacating a utility easement thereof

(Bill No. S-84-07-33)
SPECIAL ORDINANCE NO. S-93-84

AN ORDINANCE approving City Utilities Purchase Order #A-42152 by the City of

Fort Wayne by and through its Department of Purchasing with Waterman Industries, Inc., for the Water Pollution Control Engineering Department

(Bill No. S-84-07-34)
SPECIAL ORDINANCE NO. S-94-84

AN ORDINANCE approving a Contract for Special Services between City Utilities, the City of Fort Wayne by and through its Board of Public Works and Energy Services Research Group, Inc.

(Bill No. Z-83-02-13)
(as amended)
ZONING MAP ORDINANCE NO. Z-17-84

AN ORDINANCE amending the City of Fort Wayne Zoning Map No. H-22 & I-22

Respectfully yours,

A handwritten signature in blue ink, appearing to read "Win Moses, Jr.", is written over the typed name.

Win Moses, Jr.
Mayor



The City of Fort Wayne

Office of the Mayor

August 28, 1984

To the Common Council
Fort Wayne, Indiana

Gentlemen and Mrs. Bradbury:

Today, August 28, 1984, I have approved the following ordinance passed by the Common Council at its special meeting of August 27, 1984

(Bill No. A-84-08-01)
APPROPRIATION ORDINANCE NO. A-02-84

AN ORDINANCE appropriating monies for the purpose of defraying the expenses of the several departments of the City Government of the City of Fort Wayne Indiana, for the fiscal year beginning January 1, 1985, and ending December 31, 1985, including all outstanding claims and obligations and fixing a time when the same shall take effect.

Respectfully yours,

Win Moses, Jr.
Mayor



The City of Fort Wayne

Office of the Mayor

August 29, 1984

To the Common Council
Fort Wayne, Indiana

Gentlemen and Mrs. Bradbury:

Today, August 29, 1984, I have approved the following ordinances and resolutions passed by the Common Council at its regular meeting of August 28, 1984.

(Bill No. S-84-08-02)
SPECIAL ORDINANCE NO. S-95-84

AN ORDINANCE approving Civil City Purchase Order #A-36616 between the City of Fort Wayne, by and through its Department of Purchasing with Bruco Industries for the Fire Department

(Bill No. S-84-08-03)
SPECIAL ORDINANCE NO. S-96-84

AN ORDINANCE approving Civil City Purchase Order #A-36699 between the City of Fort Wayne, by and through its Department of Purchasing with Asphalt Equipment Company (AEDCO) for the Street Department

(Bill No. S-84-08-04)
SPECIAL ORDINANCE NO. S-97-84

AN ORDINANCE approving Civil City Purchase Order #A-39943 between the City of Fort Wayne by and through its Department of Purchasing with Hefner Chevrolet for the Board of Aviation Commissioners

(Bill No. R-84-08-06)
DECLARATORY RESOLUTION NO. R-100-84

A DECLARATORY RESOLUTION confirming the designation of an "Economic Revitalization Area" under I.C. 6-1.1-12.1

(Bill No. R-84-08-23)
RESOLUTION NO. R-103-84

A RESOLUTION FINDING, DETERMINING AND RATIFYING AN INDUCEMENT RESOLUTION OF THE FORT WAYNE ECONOMIC DEVELOPMENT COMMISSION Authorizing the ISSUANCE AND SALE OF \$750,000.00 ECONOMIC REVENUE BONDS OF THE CITY OF FORT WAYNE, INDIANA, FOR THE PURPOSE OF INDUCING THE APPLICANT, PRT CORPORATION OR ITS ASSIGNEE TO PROCEED WITH THE ACQUISITION CONSTRUCTION AND EQUIPPING OF THE PROJECT

(Bill No. R-84-08-25)
DECLARATORY RESOLUTION NO. R-101-84

A DECLARATORY RESOLUTION confirming the designation of an "Economic Revitalization Area" under I.C. 6-1.1-12.1

(Bill No. R-84-08-32)
DECLARATORY RESOLUTION NO. R-102-84

A DECLARATORY RESOLUTION designating an "Economic Revitalization Area" under I.C. 6-1.1-12.1

(Bill No. G-84-01-09)
(as amended)
GENERAL ORDINANCE NO. G-20-84

AN ORDINANCE amending the Thoroughfare Plan of the City Comprehensive ("Master") Plan by vacating an alley thereof

(Bill No. G-84-08-27)
GENERAL ORDINANCE NO. G-21-84

AN ORDINANCE amending Chapter 17 of the Municipal Code of the City of Fort Wayne Indiana of 1974, entitled "Traffic Code"

(Bill No. S-84-08-29)
SPECIAL ORDINANCE NO. S-98-84

AN ORDINANCE renaming Sumner Court to Ludwig Circle

(Bill No. S-84-08-18)
SPECIAL ORDINANCE NO. S-99-84

AN ORDINANCE approving Change Order No. 1 (FINAL) on Res. #1030-83, Morrell Drive Water Main Extension, with All Star Construction Company, in connection with the Board of Public Works

(Bill No. S-84-08-19)
SPECIAL ORDINANCE NO. S-100-84

AN ORDINANCE aproving Storm Sewer Improvement Contract #399-84, Edsall-Schele Drainage, between the City of Fort Wayne, by and through its Board of Public Works with Bercot, Inc.

(Bill No. S-84-08-20)
SPECIAL ORDINANCE NO. S-101-84

AN ORDINANCE approving Sanitary Sewer Extension Agreement for College Park Office Condominiums between Commercial Equity Resources and the City of Fort Wayne, Indiana, in connection with the Board of Public Works

(Bill No. S-84-08-21)
SPECIAL ORDINANCE NO. S-102-84

AN ORDINANCE approving Contract #397-84 for Repair of Existing 60" RCP Pipe at St. Joe Pump Station Site, by the City of Fort Wayne by and through its Board of Public Works with Land Excavating, Inc.

(Bill No. S-84-08-22)
SPECIAL ORDINANCE NO. S-103-84

AN ORDINANCE approving City Utilities Purchase Order #A-42309 with J.C. Gripp Associates, ISCO Environmental Division for the Water Pollution Control Plant of the City of Fort Wayne, Indiana

(Bill No. S-84-08-28)
SPECIAL ORDINANCE NO. S-104-84

AN ORDINANCE approving Contract #398-84 - Lagoons - Sluice Gates Sanitary Sewer Improvement Resolution, by the City of Fort Wayne, Indiana, by and through its Board of Public Works with Land Excavating, Inc.

(Bill No. Z-84-07-09)
ZONING MAP ORDINANCE NO. Z-20-84

AN ORDINANCE amending the City of Fort Wayne Zoning Map No. R-18

Respectfully yours,



Win Moses, Jr.

Mayor



The City of Fort Wayne

Office of the Mayor

September 14, 1984

To the Common Council
Fort Wayne, Indiana

Gentlemen and Mrs. Bradbury:

Today, September 11, 1984, I have approved the following ordinances and resolutions passed by the Common Council at its regular meeting of September 11, 1984

(Bill No. S-84-08-30)
SPECIAL ORDINANCE NO. S-105-84

AN ORDINANCE ratifying Bid Reference No. 1146 by the City of Fort Wayne by and through its Parks and Recreation Department with Summit Power Equipment

(Bill No. S-84-08-31)
SPECIAL ORDINANCE NO. S-106-84

AN ORDINANCE approving Civil City Purchase Order #A-36783 between the City of Fort Wayne, by and through its Department of Purchasing with Koehlinger-Kruse, Inc. for the Traffic Engineering Department

(Bill No. R-84-08-33)
DECLARATORY RESOLUTION NO. R-104-84

A DECLARATORY RESOLUTION confirming the designation of an "Economic Revitalization Area" under I.C. 6-1.1-12.1

(Bill No. R-84-08-34)
RESOLUTION NO. R-105-84

A RESOLUTION FINDING, DETERMINING AND RATIFYING AN INDUCEMENT RESOLUTION OF THE FORT WAYNE ECONOMIC DEVELOPMENT COMMISSION AUTHORIZING THE ISSUANCE AND SALE OF \$1,355,000.00 ECONOMIC REVENUE BONDS OF THE CITY OF FORT WAYNE, INDIANA, FOR THE PURPOSE OF INDUCING THE APPLICANT, P.A. WHITEMAN AND J. L. GARRISON OR THEIR ASSIGNEE TO PROCEED WITH THE ACQUISITION CONSTRUCTION AND EQUIPPING OF THE PROJECT

(Bill No. S-84-08-35)
SPECIAL ORDINANCE NO. S-107-84

ORDINANCE AUTHORIZING THE CITY OF FORT WAYNE TO ISSUE ITS CITY OF FORT WAYNE, INDIANA ECONOMIC DEVELOPMENT REVENUE BOND, SERIES 1984 (TAYLOR-MARTIN PAPERS, INC. PROJECT) AND APPROVING OTHER ACTIONS IN RESPECT THERETO

(Bill No. Z-84-08-16)
ZONING MAP ORDINANCE NO. Z-21-84

AN ORDINANCE amending the City of Fort Wayne Zoning Map No. N-22

(Bill No. R-84-08-17)
RESOLUTION NO. R-106-84

A RESOLUTION of the Common Council of the City of Fort Wayne appropriating monies for equipment to expand public access cable television production

(Bill No. S-84-08-37)
SPECIAL ORDINANCE NO. S-108-84

AN ORDINANCE approving Amendment to Contract 6000-10, Res. #6000-84, Larez Neighborhood VIII, Phase III, Alternate I, between Hipskind Concrete Corporation and the City of Fort Wayne, Indiana, in connection with the Board of Public Works

(Bill No. S-84-08-38)
SPECIAL ORDINANCE NO. S-109-84

AN ORDINANCE approving Change Order No. 3, Res. #394-84, "Baer Field Air Traffic Control Tower", Sanitary Sewer Extension, with Scheideman Excavating, Inc., in connection with the Board of Public Works

(Bill No. S-84-08-39)
SPECIAL ORDINANCE NO. S-110-84

AN ORDINANCE approving City Utilities Purchase Orders #A-42386, A-42387 and A-42388 with Tri-River Tractor, Rudd Equipment Corporation and Weiss Machinery for Water Pollution Control Engineering Department of the City of Fort Wayne, Indiana

(Bill No. S-84-08-40)
SPECIAL ORDINANCE NO. S-111-84

AN ORDINANCE approving City Utilities Purchase Order No. A-42425 with Rudd Equipment Company for the Water Maintenance Equipment Company of the City of Fort Wayne, Indiana

(Bill No. S-84-08-41)
SPECIAL ORDINANCE NO. S-112-84

AN ORDINANCE approving the awarding of Bid Reference #706 for sand, gravel and underdrain gravel (to be ordered as needed) for the Water Filtration Plant of this City

(Bill No. G-84-08-42)
GENERAL ORDINANCE NO. G-22-84

AN ORDINANCE correcting a scrivener's error in General Ordinance No. G-17-84 dealing with the adjustment of sewer rates

(Bill No. Z-84-08-12)
ZONING MAP ORDINANCE NO. Z-22-84

AN ORDINANCE amending the City of Fort Wayne Zoning Map No. M-18

Respectfully yours,

A handwritten signature in blue ink, appearing to read "Win Moses, Jr.", with a stylized flourish at the end.

Win Moses, Jr.
Mayor

President of the Common Council
City of Fort Wayne, Indiana

Gentlemen and Mrs. Bradbury:

Attached herewith are authenticated copies of the Board of
Public Safety Regulatory Resolution Numbers: 105/84/D
106/84/E

For the purpose of enforcement, please make this communication
and the attached Regulatory Resolutions a matter of record and
incorporate them into the minutes of the next Common Council
Meeting.

Respectfully submitted,

A handwritten signature in cursive script that reads "Nick Palermo". The signature is written in dark ink and is positioned above the printed name and title.

Nick Palermo, Chairman
Board of Public Safety

R E T U R N C E R T I F I C A T E

(Regulatory Resolution No. 105/84/D
106/84/E)

I hereby certify that I did this 12th day of
September, 1984 deliver to each, the City Traffic
Engineer, the Chief of Police, the City Attorney, the City
Clerk and the President of the Common Council of the City
of Fort Wayne, Indiana respectively, a copy of the within
Regulatory Resolution No. 105/84/E of the Board of Public
106/84/E
Safety of the City of Fort Wayne, duly certified by me as
Chairman of said Board, in accordance with the provisions
of Section 17-4 of Chapter 17, of the Code of the City of
Fort Wayne, Indiana 1974.


CHAIRMAN, Board of Public Safety

REGULATORY RESOLUTION NO. 105/84/D

(Adopted September 12, 1984)

WHEREAS, Section 17-4, Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 authorizes the Board of Public Safety to make regulations to carry out its delegated authority thereunder; and,

WHEREAS, Section 17-61 of said chapter delegates to this Board authority to PLAY STREETS (DELEGATED)

_____; and,

WHEREAS, the City Traffic Engineer has, by written memorandum dated September 10, 1984, submitted to this Board his advice with regard to the regulation hereinafter adopted, which written memorandum is on file in the office of this Board:

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC SAFETY OF THE CITY OF FORT WAYNE, INDIANA

That, pursuant to the authority delegated to this Board by Section 17-64 of Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974, it is hereby ordered, effective

September 12, 1984, and when signs are erected pursuant hereto giving notice thereof, that the FOLLOWING IS ESTABLISHED:

PLAY STREET (DELEGATED)

Liberty Drive -- from Lower Huntington Road to Waynewood Drive from 11:50 a.m. to 12:45 p.m. Monday through Friday when barricades are in place.

PLAY STREET (DELEGATED)

Pasadena Drive -- from Arlington Avenue to Fairfield Avenue from 9:55 a.m. to 10:25 a.m.; 11:40 a.m. to 12:35 p.m.; and 2:55 p.m. to 3:10 p.m. Monday through Friday when barricades are in place.

PLAY STREET (DELEGATED)

The east/west alley -- between Broadway and Van Buren Street and between Washington Boulevard and Jefferson Boulevard, that portion of the alley adjacent to the playground area only from 9:45 a.m. to 10:25 a.m.; 11:50 a.m. to 12:50 p.m.; and from 1:30 p.m. to 2:15 p.m. Monday through Friday; and 12:35 p.m. to 3:00 p.m. on selected Tuesdays and Thursdays when barricades are in place.

PLAY STREET (DELEGATED)

The north/south alley -- between Spring Street and Huffman Street and between St. Marys Avenue and Oakland Street, that portion of the alley adjacent to the parking lot/playground area only, from 8:15 a.m. to 3:15 p.m. Monday through Friday when barricades are in place.

REGULATORY RESOLUTION NO. 106/84/E

(Adopted September 12, 19 84)

WHEREAS, Section 17-4, Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 authorizes the Board of Public Safety to make temporary or experimental regulations to cover special conditions; and,

WHEREAS, a special condition has arisen justifying the Temporary Experimental Regulation hereinafter ordered, with regard to IMPAIRED MOBILITY PARKING (COMMERCIAL) (EMERGENCY)

_____: AND,

WHEREAS, the City Traffic Engineer has, by written memorandum dated September 11, 19 84, submitted to this Board his advice with regard to the regulation herein adopted, which written memorandum is on file in the office of this Board;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC SAFETY OF THE CITY OF FORT WAYNE, INDIANA:

That, pursuant to the authority granted to this Board by Section 17-4 of Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 to make temporary or experimental regulations to cover special conditions, it is hereby ordered, effective

September 12, 19 84, and for a period of sixty (60) days thereafter, and when signs are erected pursuant hereto giving notice thereof, that the FOLLOWING IS ESTABLISHED:

IMPAIRED MOBILITY PARKING (COMMERCIAL) (EMERGENCY)

City-County Building -- from a point 391 feet north of the north curb line of Main St. and 175 feet east of the east curb line of Calhoun St. (two parking stalls)

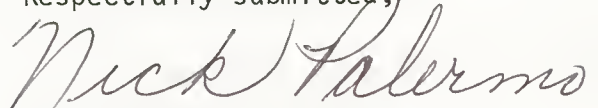
President of the Common Council
City of Fort Wayne, Indiana

Gentlemen & Mrs. Bradbury:

Attached herewith are authenticated copies of the Board of
Public Safety Regulatory Resolution Number: 107/84/E

For the purpose of enforcement, please make this communication
and the attached Regulatory Resolution a matter of record and
incorporate it into the minutes of the next Common Council
Meeting.

Respectfully submitted,

A handwritten signature in dark ink, reading "Nick Palermo". The signature is written in a cursive style with a large, stylized "N" and "P".

Nick Palermo, Chairman
Board of Public Safety

R E T U R N C E R T I F I C A T E

(Regulatory Resolution No. 107/84/E)

I hereby certify that I did this 13th day of September, 1984 deliver to each, the City Traffic Engineer, the Chief of Police, the City Attorney, the City Clerk and the President of the Common Council of the City of Fort Wayne, Indiana respectively, a copy of the within Regulatory Resolution No. 107/84 E of the Board of Public Safety of the City of Fort Wayne, duly certified by me as Chairman of said Board, in accordance with the provisions of Section 17-4 of Chapter 17, of the Code of the City of Fort Wayne, Indiana 1974.


CHAIRMAN, Board of Public Safety

REGULATORY RESOLUTION NO. 107/84 /E

(Adopted September 13, 1984)

WHEREAS, Section 17-4, Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 authorizes the Board of Public Safety to make temporary or experimental regulations to cover special conditions; and,

WHEREAS, a special condition has arisen justifying the Temporary Experimental Regulation hereinafter ordered, with

regard to NO PARKING (EMERGENCY) AND DELETE: 90 MINUTE
PARKING 8:00 A.M. to 6:00 P.M. (EMERGENCY)

_____: AND,

WHEREAS, the City Traffic Engineer has, by written memorandum dated September 12, 19 84, submitted to this Board his advice with regard to the regulation herein adopted, which written memorandum is on file in the office of this Board;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC SAFETY OF THE CITY OF FORT WAYNE, INDIANA:

That, pursuant to the authority granted to this Board by Section 17-4 of Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 to make temporary or experimental regulations to cover special conditions, it is hereby ordered, effective

September 13, 19 84, and for a period of sixty (60) days thereafter, and when signs are erected pursuant hereto giving notice thereof, that the FOLLOWING IS ESTABLISHED:

NO PARKING (EMERGENCY)

Second Street -- south side -- from Harrison Street to Wells Street

DELETE:

90 MINUTE PARKING 8:00 A.M. to 6:00 P.M. (EMERGENCY)

Second Street -- south side -- from Harrison Street to Wells Street

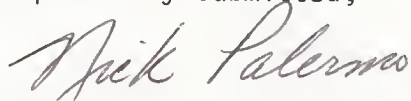
President of the Common Council
City of Fort Wayne, Indiana

Gentlemen and Mrs. Bradbury:

Attached herewith are authenticated copies of the Board of
Public Safety Regulatory Resolution Numbers: 108/84/E
109/84/E
110/84/E

For the purpose of enforcement, please make this communication
and the attached Regulatory Resolutions a matter of record and
incorporate them into the minutes of the next Common Council
Meeting.

Respectfully submitted,

A handwritten signature in dark ink, reading "Nick Palermo". The signature is written in a cursive, flowing style with a large initial "N".

Nick Palermo, Chairman
Board of Public Safety

R E T U R N C E R T I F I C A T E

(Regulatory Resolution No. 108/84/E
109/84/E)
110/84/E

I hereby certify that I did this 17th day of
September, 1984 deliver to each, the City Traffic
Engineer, the Chief of Police, the City Attorney, the City
Clerk and the President of the Common Council of the City
of Fort Wayne, Indiana respectively, a copy of the within
Regulatory Resolution No. 108/84/E
109/84/E of the Board of Public
110/84/E
Safety of the City of Fort Wayne, duly certified by me as
Chairman of said Board, in accordance with the provisions
of Section 17-4 of Chapter 17, of the Code of the City of
Fort Wayne, Indiana 1974.



CHAIRMAN, Board of Public Safety

REGULATORY RESOLUTION NO. 108/84/E

(Adopted September 17, 19 84)

WHEREAS, Section 17-4, Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 authorizes the Board of Public Safety to make temporary or experimental regulations to cover special conditions; and,

WHEREAS, a special condition has arisen justifying the Temporary Experimental Regulation hereinafter ordered, with

regard to RENEW & EXTEND REG. RES. 70/84/E: STOP

INTERSECTION (EMERGENCY) & DELETE: STOP INTERSECTION

(EMERGENCY)

: AND,

WHEREAS, the City Traffic Engineer has, by written memorandum

dated September 12, 19 84, submitted to this Board his advice with regard to the regulation herein adopted, which written memorandum is on file in the office of this Board;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC SAFETY OF THE CITY OF FORT WAYNE, INDIANA:

That, pursuant to the authority granted to this Board by Section 17-4 of Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 to make temporary or experimental regulations to cover special conditions, it is hereby ordered, effective

September 17, 19 84, and for a period of sixty (60) days thereafter, and when signs are erected pursuant hereto giving notice thereof, that the FOLLOWING IS ESTABLISHED:

STOP INTERSECTION (EMERGENCY)

Cass Street -- stop -- for Second Street

DELETE: STOP INTERSECTION (EMERGENCY)

Second Street -- stop -- for Cass Street

Cass Street -- stop -- for First Street

REGULATORY RESOLUTION NO. 109/84/E

(Adopted September 17, 1984)

WHEREAS, Section 17-4, Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 authorizes the Board of Public Safety to make temporary or experimental regulations to cover special conditions; and,

WHEREAS, a special condition has arisen justifying the Temporary Experimental Regulation hereinafter ordered, with

regard to RENEW & EXTEND REG. RES. 71/84/E: DELETE:

NO PARKING (EMERGENCY)

_____: AND,

WHEREAS, the City Traffic Engineer has, by written memorandum

dated September 12, 1984, submitted to this Board his advice with regard to the regulation herein adopted, which written memorandum is on file in the office of this Board;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC SAFETY OF THE CITY OF FORT WAYNE, INDIANA:

That, pursuant to the authority granted to this Board by Section 17-4 of Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 to make temporary or experimental regulations to cover special conditions, it is hereby ordered, effective

September 17, 1984, and for a period of sixty (60) days thereafter, and when signs are erected pursuant hereto giving notice thereof, that the FOLLOWING IS ESTABLISHED:

DELETE: NO PARKING (EMERGENCY)

First Street -- both sides -- from the first alley east of Wells Street to the first alley west of Harrison St.

Cass Street -- east side -- from the first alley north of Wells St. to Second Street

REGULATORY RESOLUTION NO. 110/84/E

(Adopted September 17, 19 84)

WHEREAS, Section 17-4, Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 authorizes the Board of Public Safety to make temporary or experimental regulations to cover special conditions; and,

WHEREAS, a special condition has arisen justifying the Temporary Experimental Regulation hereinafter ordered, with

regard to RENEW & EXTEND REG. RES. 79/84/E: NO PARKING

(EMERGENCY) & DELETE: NO PARKING (EMERGENCY)

_____: AND,

WHEREAS, the City Traffic Engineer has, by written memorandum dated September 12, 19 84, submitted to this Board his advice with regard to the regulation herein adopted, which written memorandum is on file in the office of this Board;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC SAFETY OF THE CITY OF FORT WAYNE, INDIANA:

That, pursuant to the authority granted to this Board by Section 17-4 of Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 to make temporary or experimental regulations to cover special conditions, it is hereby ordered, effective

September 17, 19 84, and for a period of sixty (60) days thereafter, and when signs are erected pursuant hereto giving notice thereof, that the FOLLOWING IS ESTABLISHED:

NO PARKING (EMERGENCY)

Barr St. -- west side -- from 370' north of Duck Street to the north terminus

DELETE: NO PARKING (EMERGENCY)

Barr Street -- west side -- from 370' north of Duck Street to 370' north thereof

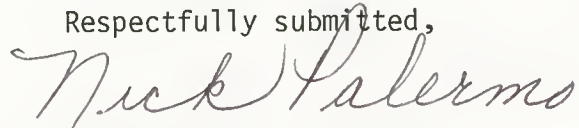
President of the Common Council
City of Fort Wayne, Indiana

Gentlemen and Mrs. Bradbury:

Attached herewith are authenticated copies of the Board of
Public Safety Regulatory Resolution Numbers: 111/84/E
112/84/E

For the purpose of enforcement, please make this communication
and the attached Regulatory Resolution a matter of record and
incorporate them into the minutes of the next Common Council
Meeting.

Respectfully submitted,

A handwritten signature in dark ink, reading "Nick Palermo". The signature is written in a cursive style with a large, stylized "N" and "P".

Nick Palermo, Chairman
Board of Public Safety

R E T U R N C E R T I F I C A T E .

(Regulatory Resolution No. 111/84/E
112/84/E)

I hereby certify that I did this 18th day of
September, 1984 deliver to each, the City Traffic
Engineer, the Chief of Police, the City Attorney, the City
Clerk and the President of the Common Council of the City
of Fort Wayne, Indiana respectively, a copy of the within
Regulatory Resolution No: 111/84/E
112/84/E of the Board of Public
Safety of the City of Fort Wayne, duly certified by me as
Chairman of said Board, in accordance with the provisions
of Section 17-4 of Chapter 17, of the Code of the City of
Fort Wayne, Indiana 1974.


CHAIRMAN, Board of Public Safety

REGULATORY RESOLUTION NO. 111/84/E

(Adopted September 18, 1984)

WHEREAS, Section 17-4, Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 authorizes the Board of Public Safety to make temporary or experimental regulations to cover special conditions; and,

WHEREAS, a special condition has arisen justifying the Temporary Experimental Regulation hereinafter ordered, with regard to STOP INTERSECTION (EMERGENCY)

_____ : AND,

WHEREAS, the City Traffic Engineer has, by written memorandum dated September 17, 1984, submitted to this Board his advice with regard to the regulation herein adopted, which written memorandum is on file in the office of this Board;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC SAFETY OF THE CITY OF FORT WAYNE, INDIANA:

That, pursuant to the authority granted to this Board by Section 17-4 of Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 to make temporary or experimental regulations to cover special conditions, it is hereby ordered, effective

September 18, 19 84, and for a period of sixty (60) days thereafter, and when signs are erected pursuant hereto giving notice thereof, that the FOLLOWING IS ESTABLISHED:

STOP INTERSECTION (EMERGENCY)

Michigan Avenue -- stop -- for Nelson Street

(Adopted September 18, 1984)

WHEREAS, a special condition has arisen justifying the
Temporary Experimental Regulation hereinafter ordered, with
regard to PARKING PERMITTED IN NO PARKING ZONE (CHURCH ORDINANCE)
(EMERGENCY)

Monroe Street -- east side -- from Washington Blvd. to Wayne St.

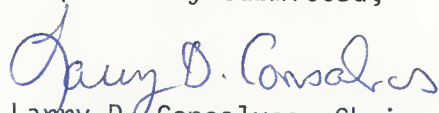
President of the Common Council
City of Fort Wayne, Indiana

Gentlemen and Mrs. Bradbury:

Attached herewith are authenticated copies of the Board of
Public Safety Regulatory Resolution Numbers: 113/84/E
114/84/E
115/84/E

For the purpose of enforcement, please make this communication
and the attached Regulatory Resolutions a matter of record and
incorporate them into the minutes of the next Common Council
Meeting.

Respectfully submitted,



Larry D. Consalvos, Chairman
Board of Public Safety

R E T U R N C E R T I F I C A T E

(Regulatory Resolution No. 113/84/E
114/84/E
115/84/E)

I hereby certify that I did this 20th day of
September, 19 84 deliver to each, the City Traffic
Engineer, the Chief of Police, the City Attorney, the City
Clerk and the President of the Common Council of the City
of Fort Wayne, Indiana respectively, a copy of the within
Regulatory Resolution No. 113/84/E
114/84/E
115/84/E of the Board of Public
Safety of the City of Fort Wayne, duly certified by me as
Chairman of said Board, in accordance with the provisions
of Section 17-4 of Chapter 17, of the Code of the City of
Fort Wayne, Indiana 1974.


CHAIRMAN, Board of Public Safety

REGULATORY RESOLUTION NO. 113/84/E

(Adopted September 20, 19 84)

WHEREAS, Section 17-4, Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 authorizes the Board of Public Safety to make temporary or experimental regulations to cover special conditions; and,

WHEREAS, a special condition has arisen justifying the Temporary Experimental Regulation hereinafter ordered, with

regard to IMPAIRED MOBILITY PARKING (COMMERCIAL)

(EMERGENCY)

: AND,

WHEREAS, the City Traffic Engineer has, by written memorandum dated September 18, 19 84, submitted to this Board his advice with regard to the regulation herein adopted, which written memorandum is on file in the office of this Board;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC SAFETY OF THE CITY OF FORT WAYNE, INDIANA:

That, pursuant to the authority granted to this Board by Section 17-4 of Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 to make temporary or experimental regulations to cover special conditions, it is hereby ordered, effective

September 20, 19 84, and for a period of sixty (60) days thereafter, and when signs are erected pursuant hereto giving notice thereof, that the FOLLOWING IS ESTABLISHED:

IMPAIRED MOBILITY PARKING (COMMERCIAL) (EMERGENCY)

Fairfield Church of the Nazarene
2502 Fairfield Avenue

-- from a point 120' west of the west curb line of Fairfield Avenue and 100' north of the north curb line of Meyer Avenue

REGULATORY RESOLUTION NO. 114/84 /E

(Adopted September 20, 1984)

WHEREAS, Section 17-4, Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 authorizes the Board of Public Safety to make temporary or experimental regulations to cover special conditions; and,

WHEREAS, a special condition has arisen justifying the Temporary Experimental Regulation hereinafter ordered, with

regard to RENEW & EXTEND REG. RES. 86/84/E:

~~DELETE: 2 HR. PARKING 8 A.M. to 6 P.M. (EMERGENCY)~~

: AND,

WHEREAS, the City Traffic Engineer has, by written memorandum dated September 18 , 19 84, submitted to this Board his advice with regard to the regulation herein adopted, which written memorandum is on file in the office of this Board;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC SAFETY OF THE CITY OF FORT WAYNE, INDIANA:

That, pursuant to the authority granted to this Board by Section 17-4 of Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 to make temporary or experimental regulations to cover special conditions, it is hereby ordered, effective

September 20, 19 84, and for a period of sixty (60) days thereafter, and when signs are erected pursuant hereto giving notice thereof, that the FOLLOWING IS ESTABLISHED:

DELETE:

2 HR. PARKING 8 A.M. to 6 P.M. (EMERGENCY)

Bowser Avenue -- east side -- from Emily Street to Greene Street

Bowser Avenue -- west side -- from Greene Street to Hurd Street

REGULATORY RESOLUTION NO. 115/84/E
(Adopted September 20, 19 84)

WHEREAS, Section 17-4, Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 authorizes the Board of Public Safety to make temporary or experimental regulations to cover special conditions; and,

WHEREAS, a special condition has arisen justifying the Temporary Experimental Regulation hereinafter ordered, with regard to RENEW & EXTEND REG. RES. 87/84/E:

SPEED LIMIT 40 MPH (EMERGENCY) & DELETE: SPEED LIMIT 45 MPH
(EMERGENCY)

_____: AND,

WHEREAS, the City Traffic Engineer has, by written memorandum dated September 18, 19 84, submitted to this Board his advice with regard to the regulation herein adopted, which written memorandum is on file in the office of this Board;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC SAFETY OF THE CITY OF FORT WAYNE, INDIANA:

That, pursuant to the authority granted to this Board by Section 17-4 of Chapter 17 of the Code of the City of Fort Wayne, Indiana of 1974 to make temporary or experimental regulations to cover special conditions, it is hereby ordered, effective

September 20, 19 84, and for a period of sixty (60) days thereafter, and when signs are erected pursuant hereto giving notice thereof, that the FOLLOWING IS ESTABLISHED:

SPEED LIMIT 40 MPH (EMERGENCY)

St. Joe Center Road -- from Clinton Street to St. Joe Road

DELETE:

SPEED LIMIT 45 MPH (EMERGENCY)

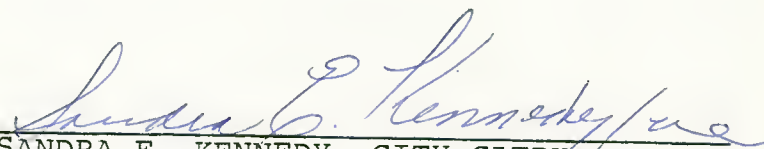
St. Joe Center Road -- from Clinton Street to St. Joe Road

THE COUNCIL THEN ADJOURNED.

CERTIFICATE

I hereby certify that I am the duly elected, acting and incumbent City Clerk of Fort Wayne, Indiana and as such the custodian of the records of the Common Council of said City and that the above and foregoing is the true, full and complete record of the proceedings of the Common Council of the City of Fort Wayne, Indiana for its Regular Session, held on Tuesday the 25th day of September, 19 84, that the numbered ordinances and resolutions shown therein were duly adopted by said Common Council on said date and were presented by me to the Mayor of the City of Fort Wayne and were signed and approved or disapproved by said Mayor as and on the dates shown as to each such ordinance and resolution respectively; and that all such records, proceedings, ordinances, and resolutions remain on file and record in my office.

WITNESS my hand and the official seal of the City of Fort Wayne, Indiana, this 26th day of September, 19 84,


SANDRA E. KENNEDY, CITY CLERK

Memorandum

To Councilman Charles B. Redd

Date 9-25-84

From V.C. Seth, AICP, Director of Planning

Subject Ranchwood Annexation

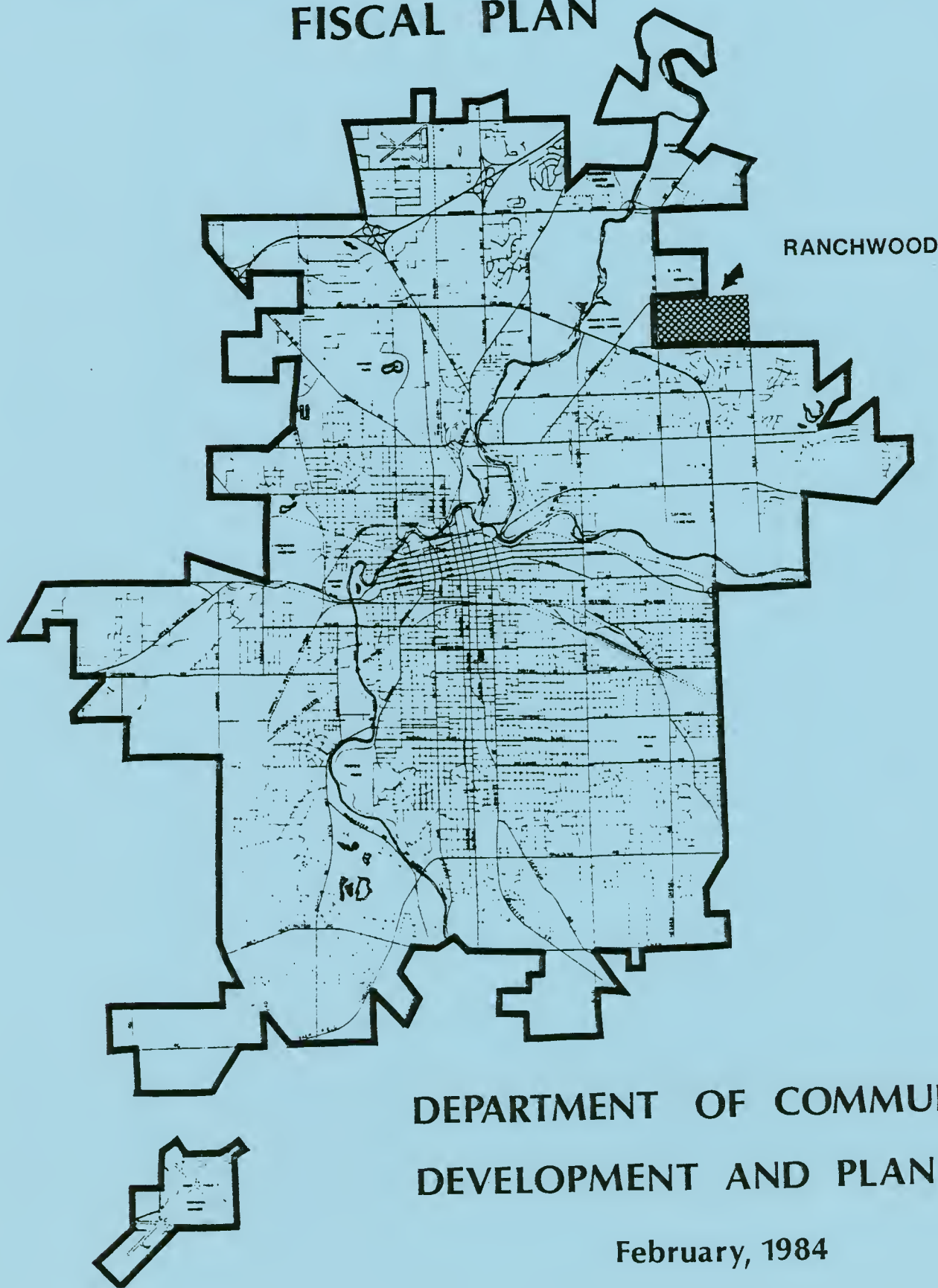
COPIES TO:

D. Schmidt
T. Henry
B. Eisbart
M. GiaQuinta
J. Stier
J. Bradbury
M. Burns
S. Talarico

Councilman Eisbart has requested us to place Ranchwood Annexation on the September 25, 1984 Council agenda for discussion and possible action.

A copy of the annexation "Fiscal Plan" is attached for your review and approval. Planning staff will be available at the Council meeting to answer any questions and provide other information.

RANCHWOOD ANNEXATION FISCAL PLAN



DEPARTMENT OF COMMUNITY
DEVELOPMENT AND PLANNING

February, 1984

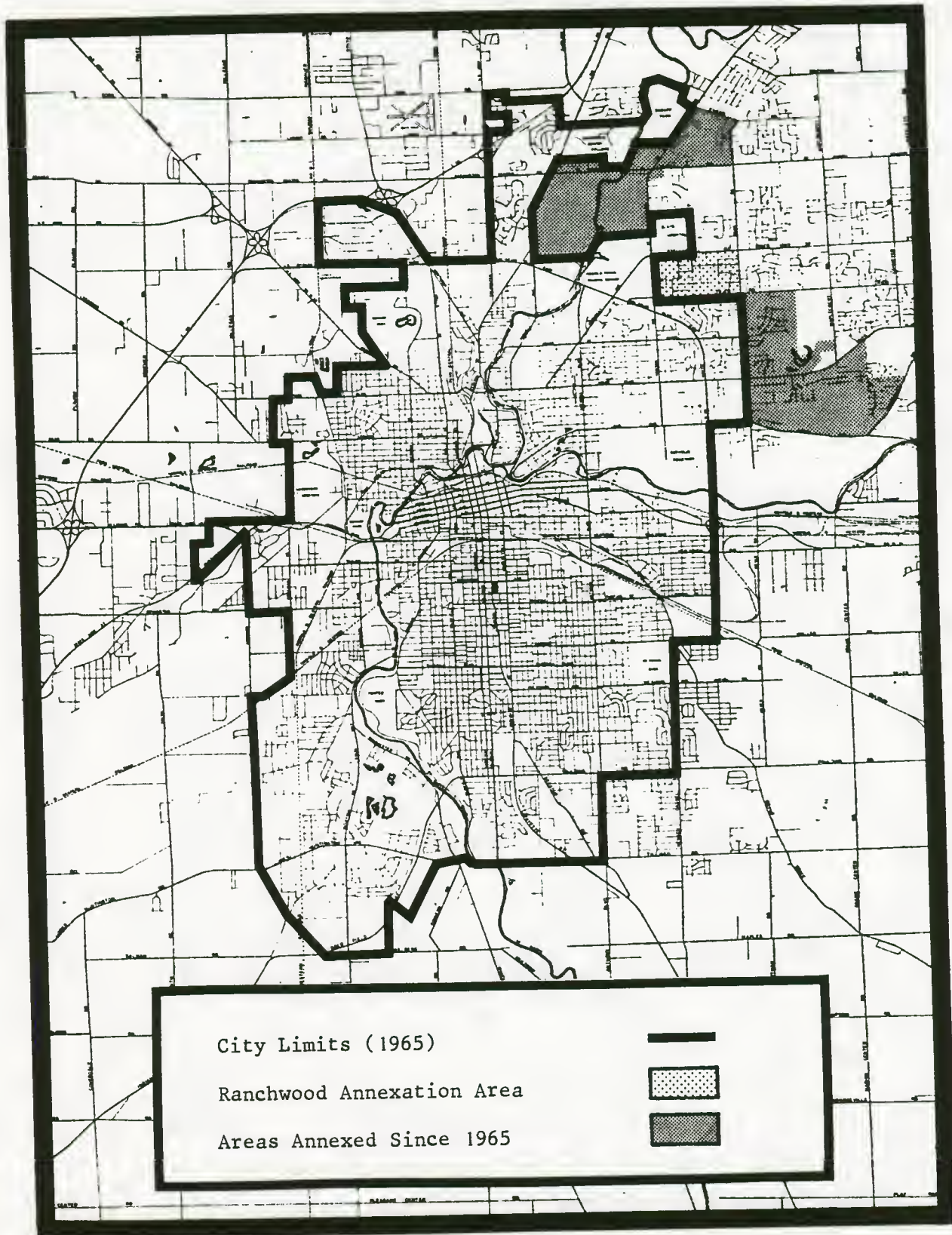
THE CITY OF FORT WAYNE

Preface

The annexation history of the Ranchwood area goes back to 1965. On May 25th of that year the City Council passed Ordinance X-04-65 which annexed the area into the City effective February 19, 1968. The residents of the area disagreed with the Council's action and took the matter to Court. The City contended that the remonstrance filed by the residents was invalid because it did not, as state law stipulates, contain the signatures of the majority of property owners in the annexation area. Although it appeared that a majority of owners had signed the remonstrance, it was the City's contention that many of the signatures were invalid because the owners had waived their right to remonstrate when they signed contracts accepting water services from the Fort Wayne Department of Water Utility. The Superior Court agreed with the City and declared the remonstrance invalid. The residents appealed and the case went to the Appellate Court, which also agreed with the City. The residents made another appeal and the case went before the Indiana Supreme Court. In 1969 the justices ruled in favor of the remonstrators stating that Indiana Law stipulated that municipalities could obtain waivers for sewer services. Since only sewer services were mentioned in the law, waivers for sewer services were the only legitimate waivers that could be obtained. The case was then remanded back to the Superior Court, where it has been dormant.

Figure 1 shows the city limits at the time of annexation, the proposed annexation area, and the annexation activity which has occurred in the area since 1965.

FIGURE 1



CITY LIMITS - 1965

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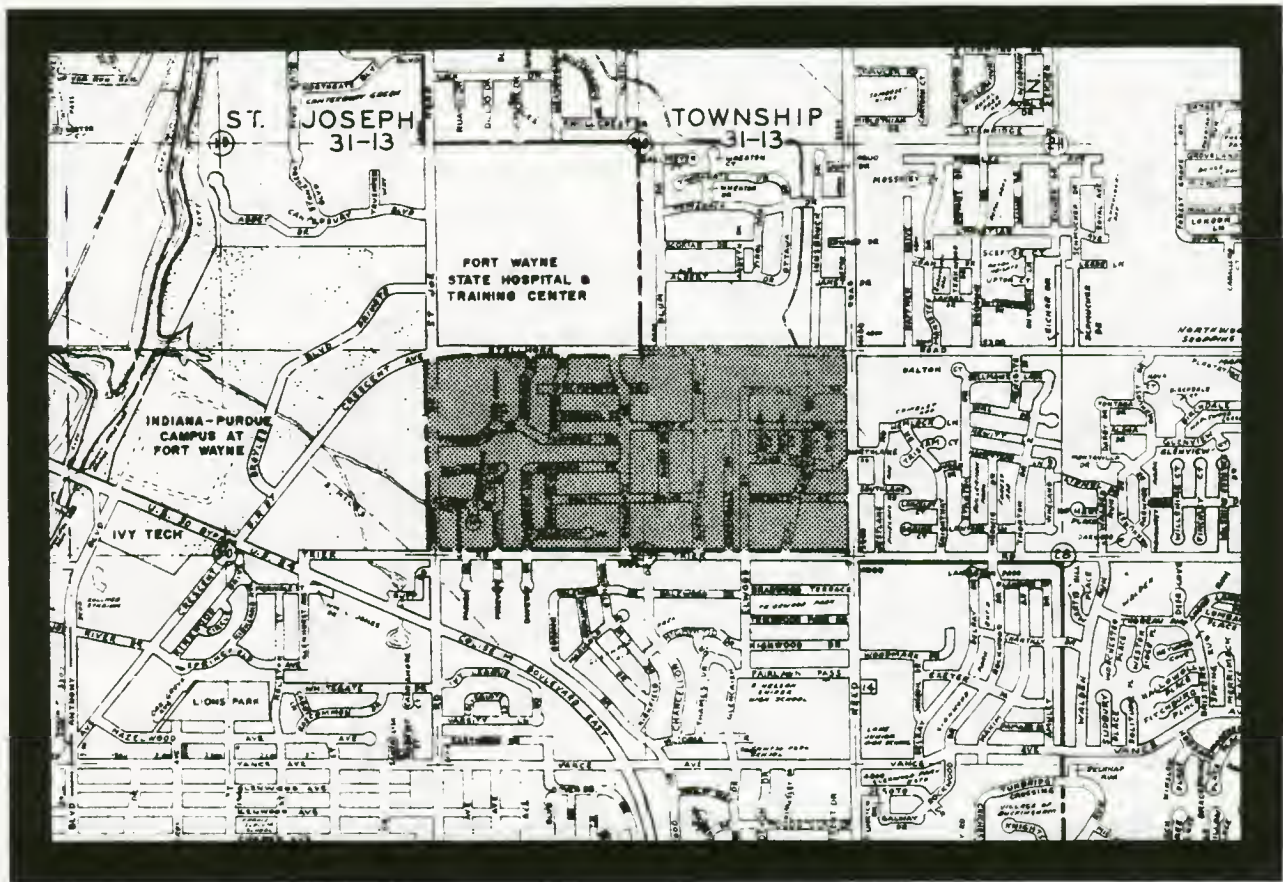
SECTION ONE

BASIC DATA

A. LOCATION

The area proposed for annexation is located northeast of the City of Fort Wayne and is bounded on the north by Stellhorn Road, on the east by Reed Road, on the south by Trier Road and on the west by Hobson Road (see Figure 2).

FIGURE 2



LOCATION

B. SIZE

The Ranchwood Annexation contains 320 acres.

C. POPULATION

Block statistics from the 1980 Census of Population and Housing

show that 2,123 people reside in the annexation area. Of this total, 1,865, or 88 percent are Caucasian, while 159, or 7.5 percent are Black. Of the Black population, most of them, 72 percent, live in the Woodview Manor apartment complex.

D. BUILDINGS

Single Family	472 structures in good condition
Apartments	17 structures (240 units) in good condition
Gas Station	1 structure in good condition
Church	1 structure in good condition

E. LAND USE

	<u>Acres</u>	<u>Percent</u>
Residential	293.2	92%
Vacant	17.5	5%
Institutional	6	2%
Commercial	3.3	1%

F. ZONING

The Ranchwood Annexation has five zoning classifications (see Figure 3). Upon annexation, this area will be under the jurisdiction of the City Plan Commission and the zoning classifications will be as follows:

<u>County Zoning Classification</u>		<u>City Zoning Classification</u>	
RS-1	Suburban Residential	R-1	Single Family Residential
RSP	Planned Residential Dev.	RA	Residential District A
C-1	Limited Commercial	B-1-B	Limited Business District B
C-1A	Professional Services	B-1-A	Limited Business District A
C-1A(p)	Professional Services (planned)	R-3	Multiple Family

G. ASSESSMENT

\$6,200,140

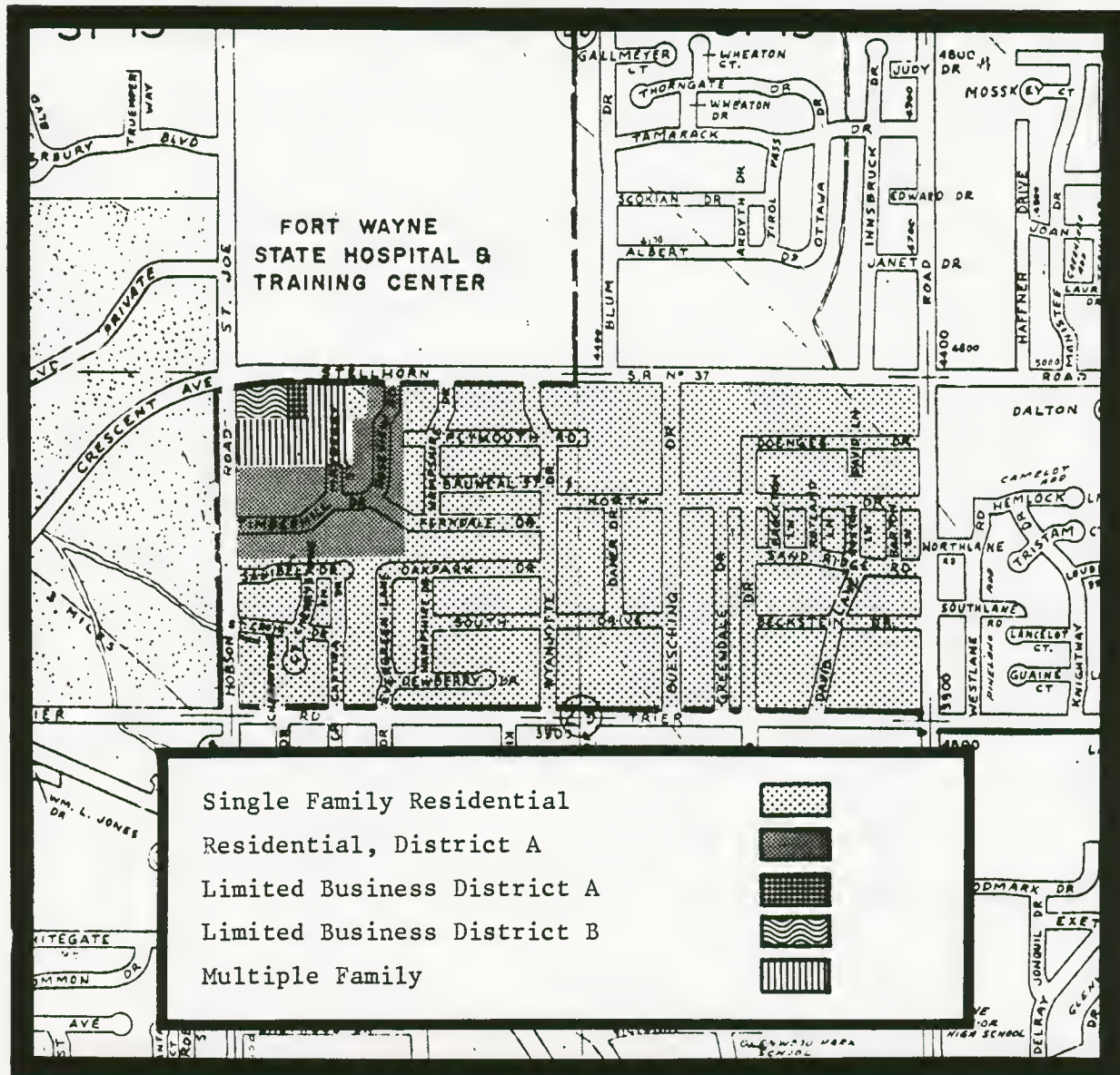
H. TAX RATE

Existing: 5.4405 After annexation: 9.0913 Increase = 3.6508

I. COUNCIL DISTRICT

The annexation area will be in City Council District 2.

FIGURE 3



ZONING

SECTION TWO

THE COMPREHENSIVE ANNEXATION PROGRAM

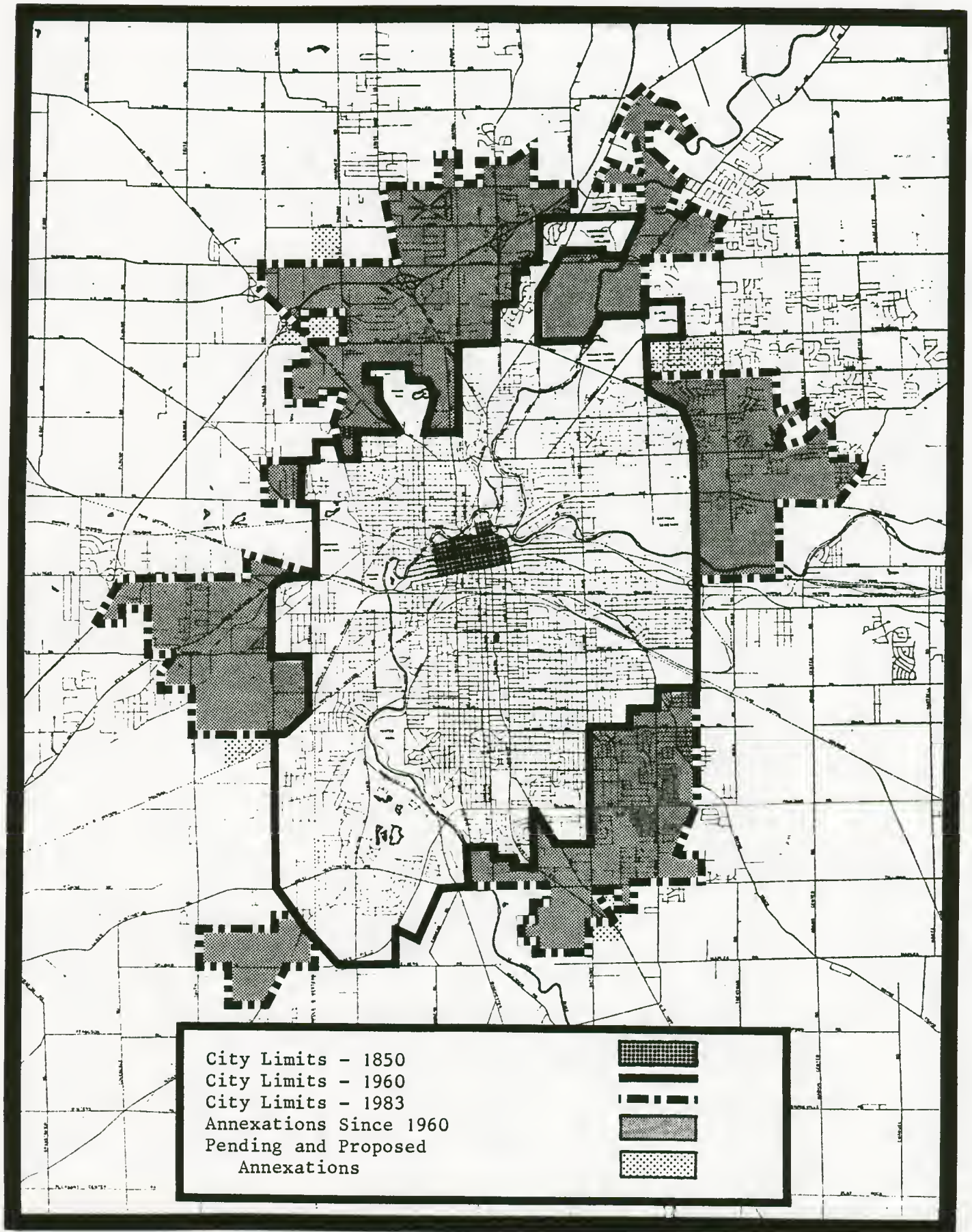
The annexation of the Ranchwood area is part of a larger, comprehensive annexation program that was promulgated in a report prepared by the Department of Community Development and Planning in 1975 and which was subsequently updated in 1976. The Annexation Policy and Program Study was the culmination of a year and a half of extensive study and is used as a policy guide for the City's annexation program. The report recommends that "all urban land contiguous to the City Limits should become part of the City" as should "all non-urban land required to complement the annexation of urban land and provide the ability to control and manage urban growth". Because the Ranchwood area met this criteria in 1975-76, the report identified it as part of a larger area which was recommended for annexation. Figure 4 shows the area identified for annexation in the 1975-76 annexation report (in the report the area was identified as AD-2). The figure also shows the annexation activity which has occurred in the area since the preparation of the 1975-76 annexation report.

Even before the preparation of the 1975-76 annexation report, annexation was being pursued by community leaders. Figure 5 illustrates this fact. The figure shows the 1850 City limits of Fort Wayne, the City boundary in 1960, the area which have been annexed since 1960, and areas which are presently proposed for annexation. As can be seen, annexation has been used extensively since 1850 and through it the community has remained relatively unified, rather than being split up into dozens of different municipalities.

Ranchwood (Pending)
Tamarack (In Court)
Canterbury (Complete)
New Glenwood (Complete)
Villas of the Marketplace (Proposed)
Blackhawk (In Court)

ANNEXATIONS IN SJ-2

FIGURE 5



ANNEXATIONS SINCE 1850

SECTION THREE

STATE LAW REQUIREMENTS

A. INTRODUCTION

When pursuing an annexation, the municipality must be sure that the proposed annexation is in accordance with the state law. The existing statute (IC 36-4-3) provides cities with two options for annexing areas. The two options are:

1. The area must be at least one-eighth contiguous (12.5%) to the annexation area and it must meet at least one of the following three conditions: (a) have a population density of at least three persons per acre; (b) be zoned for commercial, business, or industrial uses; (c) be at least sixty percent subdivided; or
2. The area must be least one-fourth contiguous (25%) to the annexation area and it must be needed and can be used by the municipality for its development in the reasonably near future.

In both instances, the municipality must also prepare a fiscal plan. The fiscal plan must provide cost estimates of the services to be furnished to the annexed territory, together with the methods for financing such services.

The Ranchwood annexation meets not just one, but both of the options that have been established to determine the validity of annexations. The remainder of the section will be devoted to explaining how this annexation meets these two annexation requirements.

B. ONE-EIGHTH CONTIGUOUS

Figure 6 illustrates the length of the external boundaries of the annexation area. As can be seen, sixty-seven percent of the annexation area's boundaries are contiguous to the City of Fort Wayne. Therefore, this annexation easily meets the one-eighth (12.5%) contiguity requirement mandated by state statute.

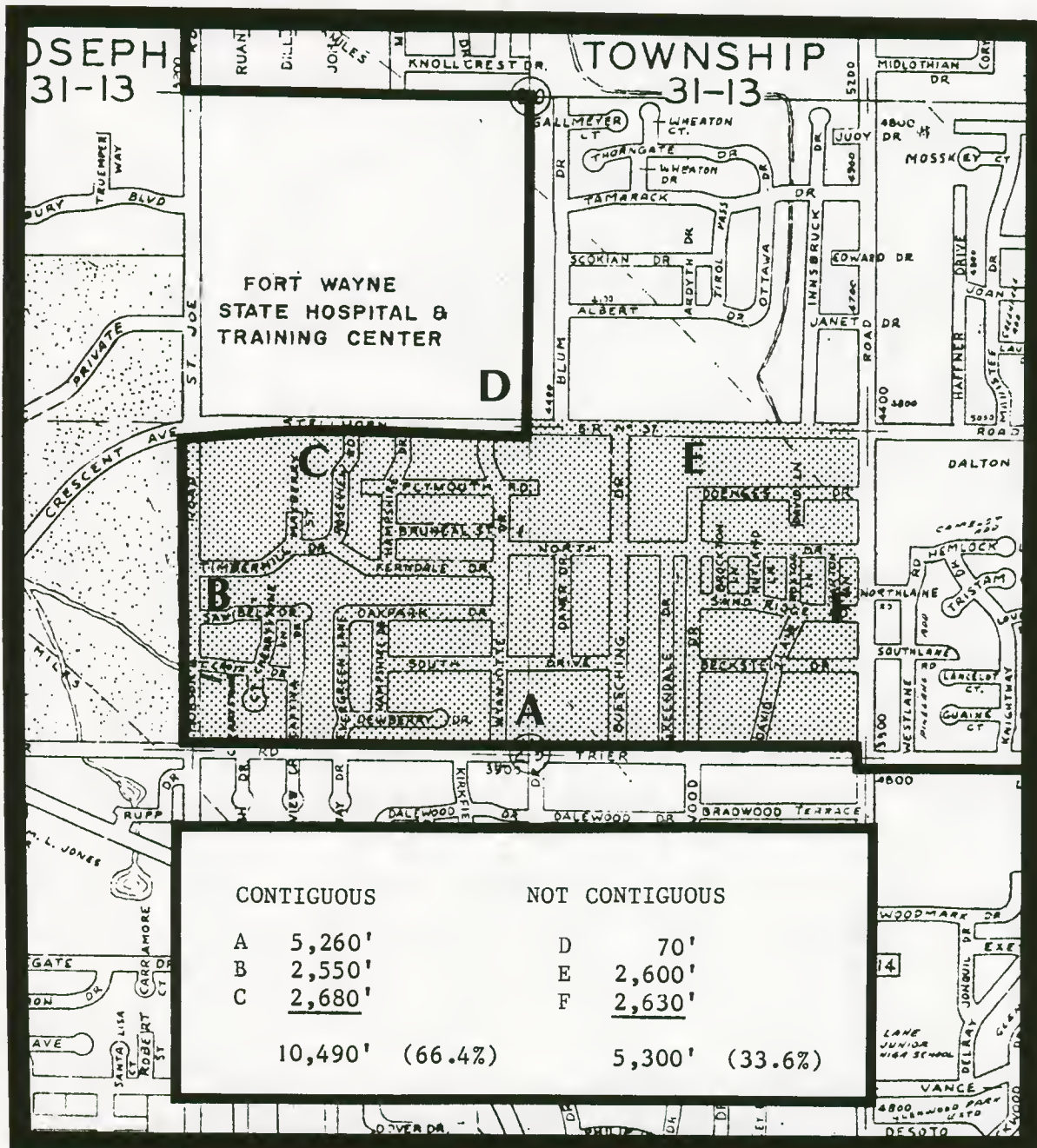
As mentioned in the introduction, if the annexation is at least one-eighth contiguous to the municipality, it can be annexed if any one of three conditions are met. The Ranchwood annexation meets two of the three options in that it has a population density of 6.6 persons per acre and it is over sixty percent subdivided.

C. ONE-FOURTH CONTIGUOUS

The second annexation test stipulates that an annexation is valid if the area is at least twenty-five percent contiguous

and if it is needed and can be used by the municipality for its development in the reasonably near future (IC 36-4-3-13). As noted above, the annexation is sixty-seven percent contiguous to Fort Wayne. Therefore, it easily meets the contiguity requirements mandated by the second test.

FIGURE 6



CONTIGUITY

Having met the contiguity requirement, the area must be needed and can be used by the municipality for its development in the reasonably near future. As will be explained below, the Ranchwood Annexation Area meets this requirement.

URBAN SERVICES

One of the most serious problems confronting Fort Wayne is finding ways to maintain urban services at specific minimum levels in the face of declining revenue and population losses. The gravity of this problem can easily be seen when looking at socioeconomic trends in Fort Wayne-Allen County. Fort Wayne's percentage of the total Allen County population has been steadily decreasing. In 1960, the City had 70 percent of Allen County's population; by 1980, that percentage was down to 58 percent (see Table 1). These figures would have been even lower if a number of annexations had not taken place. For example, subtracting the 30,000 people who have been annexed over the past two decades, the 1980 population of Fort Wayne would be 142,196 (a decrease of 19,580 since 1960), while the population for the rest of Allen County would be 152,139 (an increase of 81,719 since 1960).

These shifts in population, with the resultant loss of income, have made it exceedingly difficult for the City to provide adequate services. Compounding this problem is the fact that the City has been shouldering a disproportionate share of the metropolitan area's social problems. This fact is clearly shown in Table 1. For example, in 1970, the City, with only 63 percent of the County's population, had 82 percent of all families in Allen County that received public assistance income. In addition, 77 percent of all Allen County families that had incomes below the poverty level resided in the City in 1970. Finally, Fort Wayne also had 82 percent of all families that had a female head of household and 75 percent of the Allen County population that received social security in 1970.

The impacts of these demographic changes in Fort Wayne--Allen County have been inequitable. Population shifts and the fact that disproportionate number of the economically disadvantaged live in Fort Wayne are several reasons why City residents are required to pay higher taxes than suburban residents. However, they are less able to accommodate the higher taxes than their suburban counterparts because, as Table 1 shows, the median family income for the City was \$2,226 less than the median family income for Allen County in 1970. To make matters worse, the evidence suggests that not only do City residents pay higher taxes because they support disproportionate numbers of the economically disadvantaged, but they pay higher taxes because they are also subsidizing a large segment of the suburban population. This is particularly true for a "bedroom" area such as Ranchwood which is almost entirely residential. The inhabitants of this area must leave it in order to work, shop, recreate, go to school, etc. Such areas cannot live in isolation; they are dependent upon mixed use areas, like Fort Wayne, for their survival.

Although it is very difficult to document the exact extent of the subsidization taking place, it is clear that every day, large numbers of suburban residents consume significant quantities of police, fire, park, and street services from the City of Fort

Table 1

FORT WAYNE			ALLEN COUNTY (excluding F.W.)		TOTAL ALLEN COUNTY
POPULATION					
1960	161,776	70.0%	70,420	30.0%	232,196
1970	177,671	63.4%	102,784	36.6%	280,455
1980	172,196	58.5%	122,139	41.5%	294,335
ELDERLY POPULATION (65+)					
1960	15,245	78.3%	4,230	21.7%	19,475
1970	18,240	76.4%	5,634	23.6%	23,874
1980	20,479	72.9%	7,595	27.1%	28,074
MEDIAN FAMILY INCOME					
1960	\$ 6,492		\$ 6,732		
1970	\$10,401		\$12,627		
1980	Not presently available				
FAMILIES RECEIVING PUBLIC ASSISTANCE INCOME					
1970	1,364	81.7%	306	18.3%	1,670
1980	Not presently available				
FAMILIES WITH FEMALE HEAD OF HOUSEHOLD					
1970	5,201	81.8%	1,154	18.2%	6,355
1980	11,802	81.6%	2,655	18.4%	14,457
POPULATION RECEIVING SOCIAL SECURITY INCOME					
1970	18,872	76.3%	5,866	23.7%	24,738
1980	Not presently available				
FAMILIES WITH INCOMES LESS THAN POVERTY LEVEL					
1970	2,750	76.8%	833	23.2%	3,583
1980	Not presently available				

FORT WAYNE/ALLEN COUNTY SOCIOECONOMIC CHARACTERISTICS

Source: General Social and Economic Characteristics, Indiana (1970), U.S. Bureau of the Census.

1980 Census of Population and Housing, Indiana (Advance Reports), U.S. Bureau of the Census.

Wayne while not paying their fair share. For example, a random examination of the accident reports prepared by the Fort Wayne Police Department for the week of October 4-10, 1981, shows that they responded to 135 accidents in the City. Of the 129 reports in which the residence of the person (or persons) involved in the accident could be determined, it was discovered that 44 police runs were made to assist county residents. Thus thirty-four percent of the accident runs made by the Fort Wayne Police Department in this week were made to assist county residents. It is worth noting that the budget of the Police Department is comprised primarily of funds received from the City's General Fund. City residents pay \$2.508 per every \$100 of assessed property valuation for this fund, whereas county residents do not contribute to this fund.

Such subsidization of county residents by their less affluent City neighbors is not only confined to the Police Department. For example, with their recreational facilities, such as basketball courts, baseball diamonds, tennis courts, and playground facilities, and their special activities, such as concerts and rose walks, the Fort Wayne Parks Department attracts people from all over Allen County. However, only City residents pay the tax of .378 cents per every \$100 assessed valuation so that everyone can continue to enjoy the City's park system.

The fact that suburban residents of Fort Wayne require such a large amount of police service may surprise some people, particularly those suburban residents who claim they never use City services. However, it tends to confirm that the City of Fort Wayne is a social, recreational, governmental, economic, educational, and cultural center for the entire metropolitan region and, as such, it provides numerous services to non-City residents. Another piece of research provides further confirmation of this fact. Using data obtained from the 1980 Polk Directory, it was discovered that an estimated 67 percent of the employees in the Ranchwood Annexation Area worked in the City of Fort Wayne.

The bottom line, then, is that one reason the City of Fort Wayne needs the Ranchwood Annexation Area is to help equalize the tax burden which, in turn, will enable the City to continue to provide adequate services to its residents.

The Ranchwood area is also needed so that the City can provide services more efficiently. The annexation of this area will improve the delivery of services in two ways: first, it will greatly reduce problems associated with irregular boundaries and, second, it will enable the City to take advantage of economics of scale.

Regarding the first point, service providers who are confronted with irregular and confusing boundaries react in one of two ways: they provide services, or they don't provide services. As a result, many areas which are on the border between the City and the County, and which have irregular boundaries, may

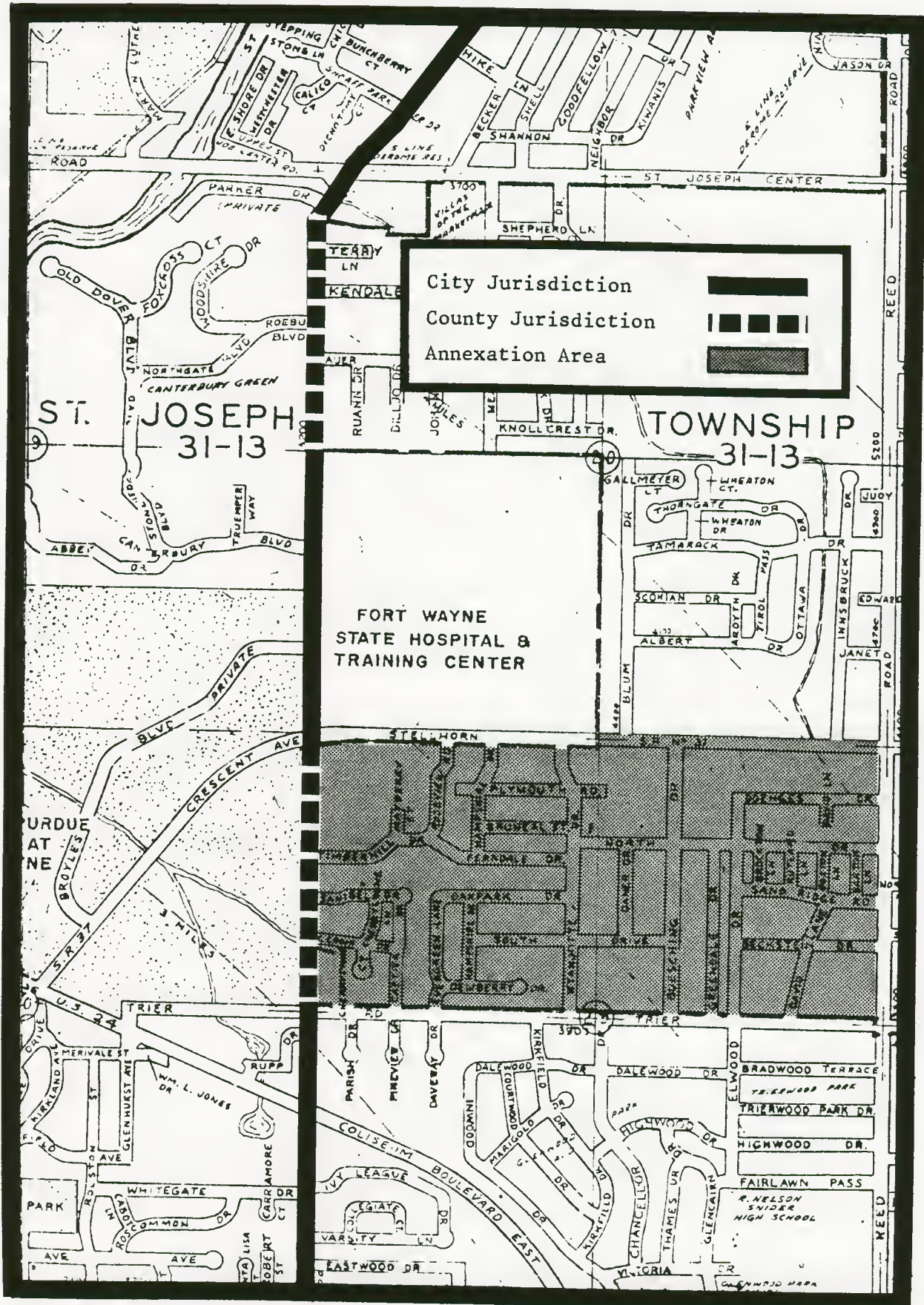
be receiving too few or too many services. This problem is particularly relevant for the Ranchwood area. As Figure 7 shows, the City limits along Hobson Road are particularly confusing. If a traffic accident occurs on this road, there may be some confusion about whether the accident is in the city or in the county. The annexation of this area will alleviate this problem, as the entire roadway will be within the City of Fort Wayne after its annexation.

The second point, economies of scale, works something like this: if the City of Fort Wayne invests in a fire station, a truck, and the minimal manpower necessary to respond to a fire 24 hours a day, it is most efficient to utilize these resources to their fullest capacity. Therefore, if such a hypothetical station has a range of response of three miles in all directions and the jurisdiction of the station is limited to two miles, the station is being under-utilized. This is inefficient and increases the cost of fire protection for the entire area. In fact, this is the case in the Ranchwood area. Both the Fort Wayne Police and Fire Departments have stated that they can provide services to the Ranchwood Area with no increase in manpower and with minimal or no increases in expenditures. Therefore, the annexation of this area will enable both departments, as well as other service agencies, to utilize their excess capacity, and will reduce the cost of services for the thousands of Fort Wayne residents who are presently paying for this excess capacity.

Finally, special attention must be given to the water and sewer services which are in the annexation area. Water services were extended into the area in 1960. In return for extending services into the area, the Fort Wayne City Utilities Department asked the residents receiving water services to sign a contract agreeing to waive their right to remonstrate against annexation by the City. No one was forced to sign the contracts. Later, when the City attempted to annex the area, over 100 residents, all of whom had accepted water services and had signed the contract, signed a remonstrance protesting the annexation. The Allen County Superior Court stated that they had waived their right to remonstrate. The Appellate Court upheld this ruling and stated that the contract was binding and the residents had waived their rights to remonstrate. The Supreme Court was the final step, and at this level the Court agreed with the residents and said that they could remonstrate because the City was only empowered to obtain waivers for sewer contracts. After the smoke had cleared, the residents had received water services and, in contravention of the terms of the contract and against the judgement of two courts, had been successfully allowed to petition against annexation.

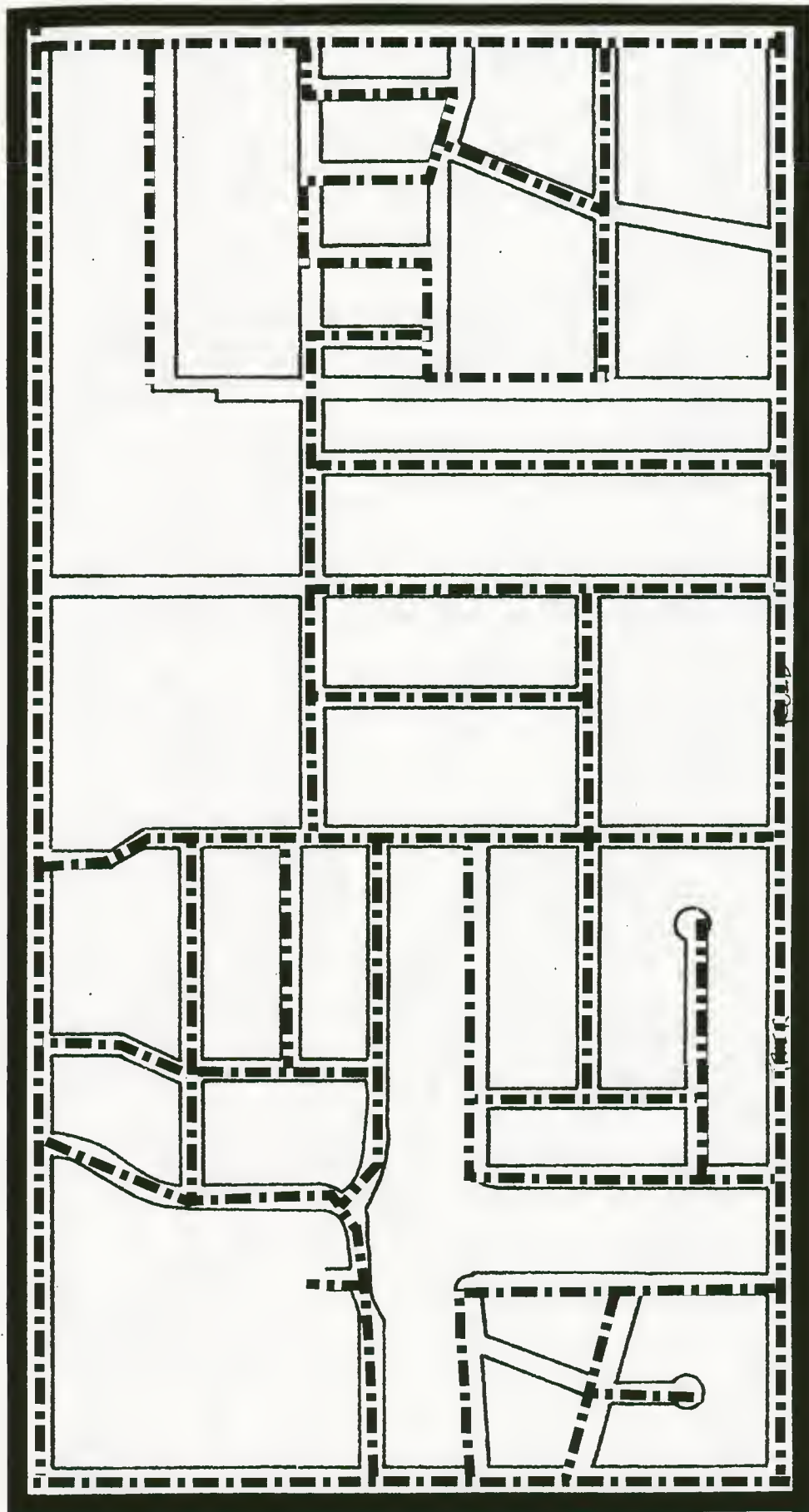
Sewer services in the area have also been controversial. The sewage and drainage problems in the area were so bad that there had been several proposals by residents in the area to petition for annexation so that the City would help them solve the problem. The Board of Health, recognizing the health problems, also let

FIGURE 7



IRREGULAR BOUNDARIES

FIGURE 8



WATER LINES

the people know that the situation was deplorable and that something had to be done. The Fort Wayne Department of Water Pollution Control worked with residents of the area to solve the pollution problem. Upon petition by a segment of the area, the Department extended sewer services into the area. In return for this, the residents signed a contract waiving their right to remonstrate against annexation. In addition, the Department solicited federal and state aid for helping the other residents in the area. After several years, the federal funding for the projects became available and, during 1983, the Department was able to have the much needed sewers installed throughout most of the annexation area (see Figure 9). In conjunction with this, the City's water treatment plant was expanded to handle the increased load. In accordance with the financing package put together by the Department of Water Pollution Control, the federal government contributed 75 percent of the project cost, the state government paid 10 percent, and the residents were responsible for the remaining 15 percent.

PLANNING CONTROL

The Ranchwood Annexation Area is also needed by the City of Fort Wayne so that it will have planning and zoning control over the area. This is important because the City, being an urban area, has planning and zoning standards that are more attuned to urban areas adjacent to the City. On the other hand, the county, which has large amounts of agricultural land, has standards that are more attuned to a rural life style.

For example, all residential zones in the country -- RS-1, RS-2, and RS-3 -- allow all uses which are permitted in the Agricultural District (A1). However, the City Zoning Ordinance restricts agricultural uses from its comparable districts (R-1, R-2, and R-3). Also, for some development specifications, such as sidewalks and street lights, the City has more stringent development standards.

It makes sense, of course, to have distinct standards for urban and rural uses. What does not make sense is to allow areas that are within the sphere of influence of Fort Wayne, and which are, or will be, urban in nature, to be subjected to standards which are not suitable for urban development and which will only cause problems in the long run.

FUTURE ANNEXATIONS

In addition to planning control and the provision of urban services, there is another reason why the Ranchwood area is needed by the City of Fort Wayne.

As Figure 10 shows, a great deal of urban development has taken place on the east side of the City. Not surprisingly, these areas were targeted for annexation in the 1975-76 Annexation Policy and Program Study. However, in order to get to these areas, it is important that the Ranchwood area be annexed so

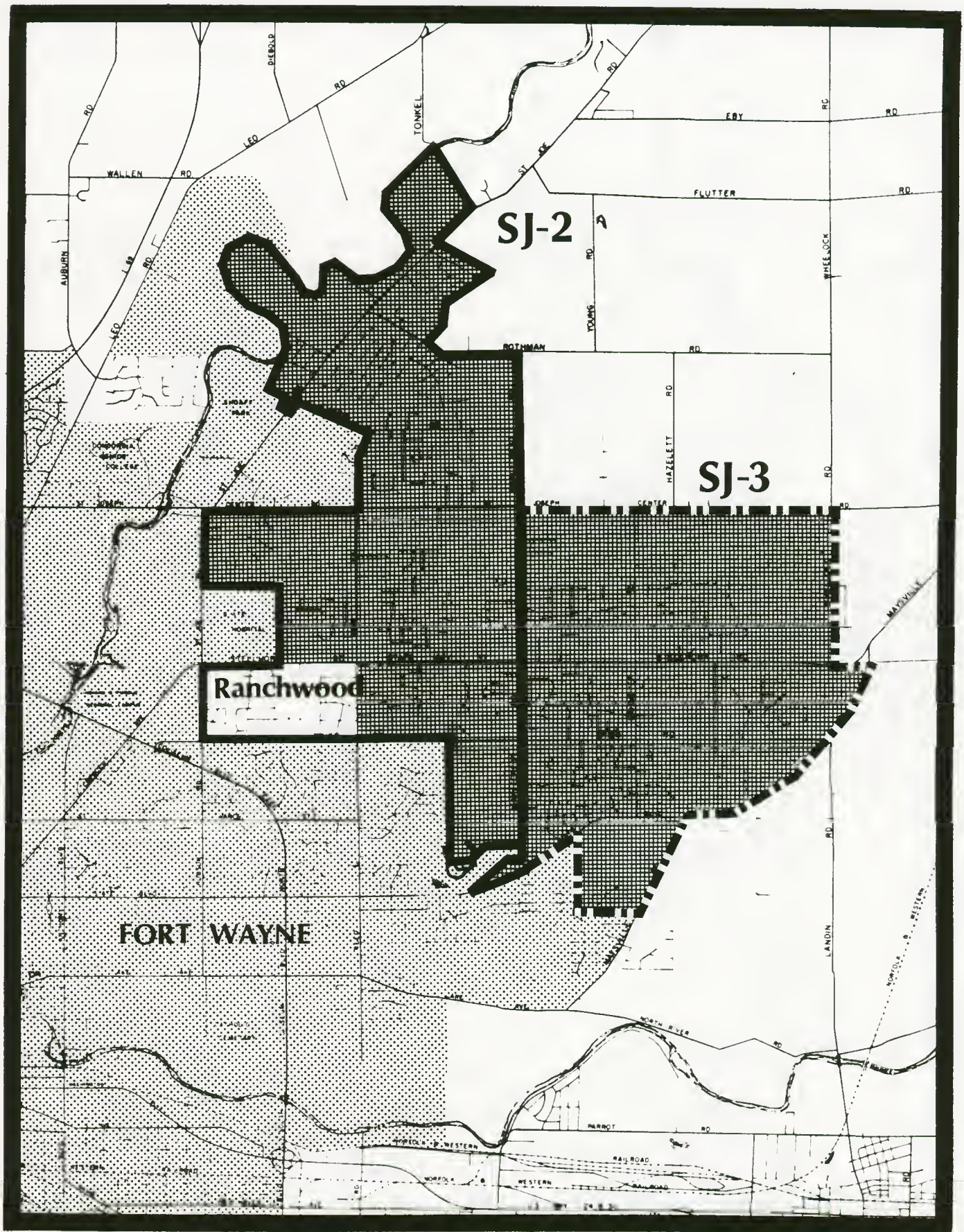
A hand-drawn map of a residential area, likely a neighborhood in a city. The map is oriented with a north arrow pointing towards the top right. The streets shown are:

- Stellhorn Road** (top horizontal street)
- Roseville Road** (second horizontal street from top)
- Roseville Drive** (third horizontal street from top)
- Plymouth Road** (fourth horizontal street from top)
- Brunel St.** (fifth horizontal street from top)
- Fernside Drive** (sixth horizontal street from top)
- Oak Park Drive** (seventh horizontal street from top)
- South Drive** (eighth horizontal street from top)
- Denbigh Drive** (ninth horizontal street from top)
- Green Lane** (tenth horizontal street from top)
- Sandridge Drive** (eleventh horizontal street from top)
- Beckstein Drive** (twelfth horizontal street from top)
- Elwood Drive** (thirteenth horizontal street from top)
- Green Dale Drive** (fourteenth horizontal street from top)
- Daner Drive** (fifteenth horizontal street from top)
- Buesching Drive** (sixteenth horizontal street from top)
- Wynndale Drive** (seventeenth horizontal street from top)
- Captiva Drive** (eighteenth horizontal street from top)
- Sandhill Drive** (nineteenth horizontal street from top)
- Trier Road** (bottom horizontal street)

The map shows several large rectangular blocks, some with internal dashed lines indicating smaller lots or paths. A small circular feature is visible on Denbigh Drive. The map is drawn with solid lines for streets and dashed lines for property boundaries or internal lots.

SEWER LINES

FIGURE 10



POSSIBLE ANNEXATION AREAS

that the City can use it as a stepping stone. Therefore, the City needs the Ranchwood annexation not only on its own merits, but because it will also enable the City to keep pace with development that has occurred east of the annexation area.

D. CONCLUSION

The Ranchwood Annexation Area should be annexed into the City of Fort Wayne because it meets the annexation test that has been established by the State Legislature: The annexation area is sixty-seven percent contiguous to the City (which is more than five times the contiguity needed!), has 6.6 persons per acre (more than double the requirement!), and is over 60 percent subdivided. In addition, the area meets yet another test for annexation in that it is more than twenty-five percent contiguous and is needed and can be used by the City for its growth and development in the reasonably near future. In both instances, the proposed annexation area is more urban than many areas that are already within the City limits.

Recently, there has been considerable concern expressed about the closing of the International Harvester plant. Even though this company is not located in the City, most people realize that the closing of the plant will create a considerable adverse impact throughout the entire metropolitan region. Yet, as harmful as the closing of the International Harvester Plant may be, its impact will be minuscule when compared to the impact that the metropolitan region would face if the City of Fort Wayne would be unable to provide adequate services to its businesses and residents. If, due to inadequate services and lack of amenities, the City could not attract and retain businesses and residents, the adverse impact upon the suburban areas would be staggering. In such a case, even those residents who argue that they should not pay higher taxes because they do not use City services would be quick to realize, through the loss of their jobs and the depreciation of their property, that they are members of the metropolitan community and that their prosperity is dependent in large part upon the continued prosperity of Fort Wayne.

Because the City of Fort Wayne is cognizant of this mutual interdependence, it has devised an annexation program. This program has been devised to ensure that the City continues to prosper or, at least, does not decline. Annexation will reduce the inequities that exist by ensuring that suburban residents pay for their fair share of urban services. In turn, the rates paid by City residents will be reduced because they will not be subsidizing suburban residents. Finally, the annexation program will enable the City to provide the urban services that are so essential to the economic well-being of the metropolitan region. Thus, the City of Fort Wayne needs the Ranchwood Annexation Area so that it can develop into a more responsive City fiscally, economically, socially, and culturally.

SECTION FOUR

MUNICIPAL SERVICES

This section of the Fiscal Plan forecasts the costs and methods of financing services for the Ranchwood Annexation Area. The plan also describes how and when the City plans to extend the services of non-capital and capital improvement natures. As will be seen, the explanations of the above provisions satisfy the requirements of Indiana State Law.

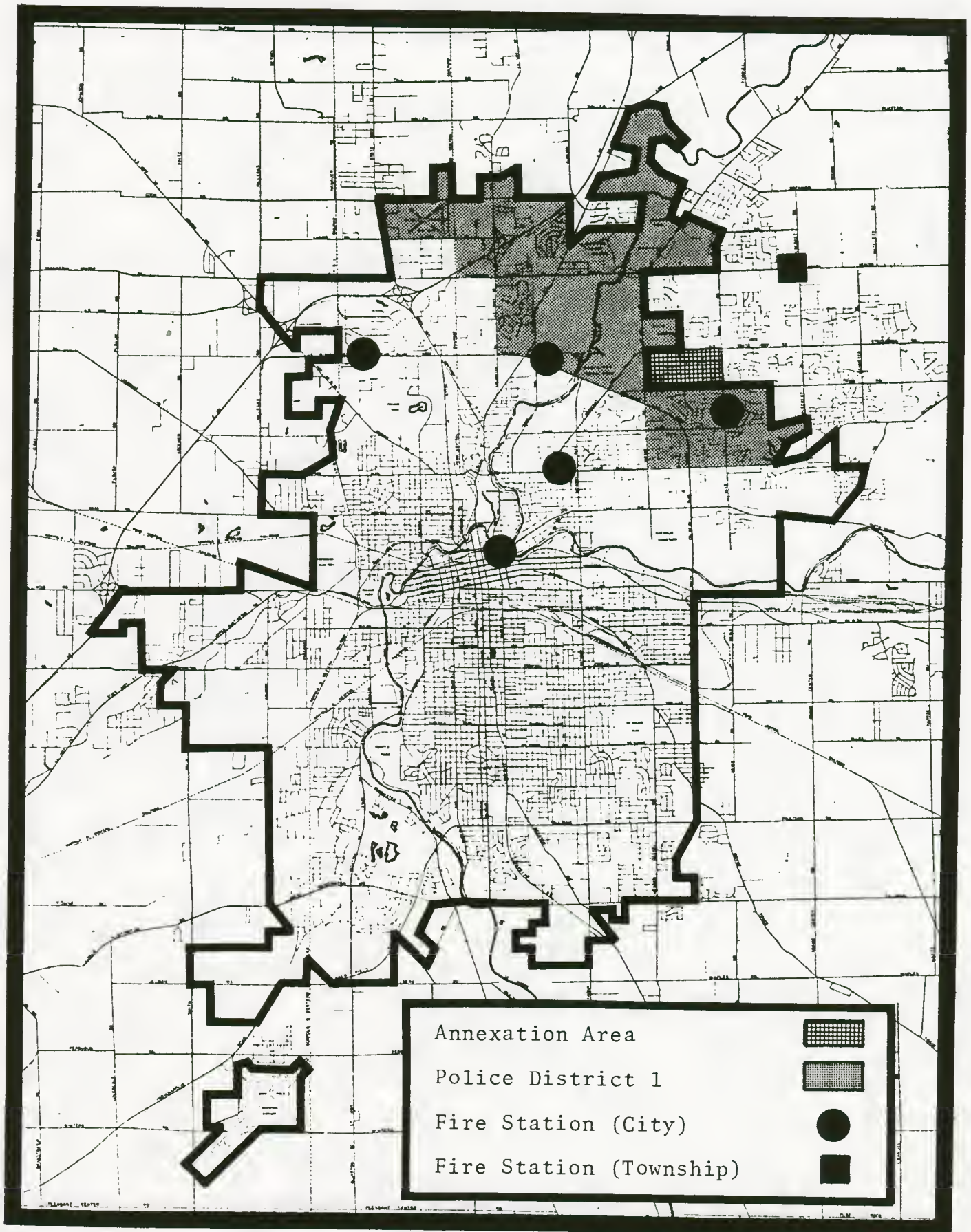
The municipal services described in this section are analyzed according to the needs of the Ranchwood Annexation Area, along with the costs of providing these services and the funding sources. As required by state law, the annexation area will be treated equally with other City areas and will receive urban services in the same manner as other areas within the City. However, because the City does not employ different service standards for different areas of the City, the annexation area is compared with the service standards as they exist for the entire City. The City of Fort Wayne will provide services of a non-capital nature, including police and fire protection, emergency medical service, traffic control, solid waste collection, and street and road maintenance immediately after the effective date of annexation. Street lighting and street construction will be provided as outlined in this section. The water, sewer, and drainage services of the Fort Wayne City Utilities will be made available to the area in conformance with relevant state law and utility policies. Existing facilities of the Fort Wayne Parks and Recreation Department will also be available to residents of the area upon annexation. Park development within the annexation area is contingent upon the park planning standards and methods used throughout the City.

A. POLICE

The services provided by the Fort Wayne Police Department include the prevention of crime, the detection and apprehension of criminal offenders, assistance for those who cannot care for themselves or who are in danger of physical harm, resolution of day-to-day conflicts among family, friends, and neighbors, and the creation and maintenance of a feeling of security in the community. The Police Department is involved in legal work, such as participation in court proceedings and protection of constitutional rights. It is also responsible for the control of traffic and the promotion and preservation of civil order.

District 1 will be expanded to cover the Ranchwood Annexation Area upon annexation (see Figure 11). The Police Department keeps tabulation on the percentage of personnel and equipment necessary for the City's annexation program, and has determined that additional personnel are not required for this particular

FIGURE 11



POLICE AND FIRE SERVICE

annexation. A maximum number of 11 patrols is forecast for the annexation area within a 24-hour period. The A and C shifts can make a maximum of four patrols while the B shift can make a maximum of three patrols. Even though there will be daily variations, the Chief of Police will routinely monitor the situation and will make the necessary adjustments in patrol districts, patterns, and manpower so that response time to high priority calls will be approximately three minutes -- which is standard for the City.

The cost to provide protection to the annexation area will be \$4,818 a year. This cost is based on a maximum of eleven patrols in a 24-hour period. To arrive at the total cost for police services, the number of street miles in the annexation area are calculated and multiplied by the travel cost per mile. Funding for police services in the annexation area will come from the regular Police Department budget which is derived primarily from local property taxes through the General Fund.

ESTIMATED ANNUAL COST: \$4,818

B. FIRE DEPARTMENT

The Fort Wayne Fire Department will be responsible for providing services to the Ranchwood Annexation Area immediately after the annexation date. The services provided include fire protection and suppression, emergency rescue, fire prevention, and fire inspections. The first responding fire companies will be from Station 13 at 1103 East Coliseum Boulevard, Station 14 at 3400 Reed Road, and Station 6 at 1500 West Coliseum Boulevard. If needed, backup response will come from Station 10 at 1245 East State Street and Station 1 at 419 East Main Street. Station 13 is equipped with a pumper and a rescue truck, Station 14 has a pumper, and Station 6 has a ladder truck. The annexation area is served by the Fort Wayne Water Utility Department, and numerous fire hydrants are in the area. The area can easily be served by the Fort Wayne Fire Department, as the Department is presently serving areas that are not as close as the Ranchwood Annexation Area. Therefore, upon annexation, the fire insurance rating for the area will decrease from a rating of 8-9, to a rating of a 3.

This particular annexation will not require a new fire station nor will it require additional personnel and equipment. The only additional expense that is expected will be from operating costs for such items as postage, printing, photography, and gasoline. However, the operating costs will be minimal considering the Ranchwood Annexation Area will be only a fraction of the total area serviced by the City. Funding for the operating costs will come from the Fire Department budget through the General Fund.

ESTIMATED ANNUAL COST: \$0

C. EMERGENCY MEDICAL SERVICE (EMS)

At the present time, Fort Wayne Emergency Medical Services is the only provider of ambulance service to City residents. Ranchwood Annexation residents may receive full advanced life support ambulance service immediately upon annexation. Residents of this area are not guaranteed availability of advanced life support ambulance service until 1) annexation has occurred or 2) the St. Joseph Township Trustee enters into a system participation agreement with the Three Rivers Ambulance Authority (upon annexation, this agreement is not necessary).

Using service run records of the past several years, as many as six EMS ambulances will be stationed at different locations throughout the community. Upon receiving a request for service from the annexation area, the ambulance closest to the area will be dispatched to the annexation area. In addition, for some emergencies, such as heart attacks, the Fort Wayne Fire Department will provide extra assistance. Primary assistance will come from Stations 12, 6, 13, and 14. Secondary assistance from the Fire Department will come from Stations 1 and 10. The Fire Department trains a number of its personnel so that each fire station has an emergency medical technician. Therefore, if needed, firemen are able to administer medical treatment to residents before the ambulance arrives.

The method of financing Emergency Medical Services is based primarily on user fees plus a small, decreasing City tax subsidy, which over the next few years, should drop to zero leaving user fees as the sole financial support of the system. The charges of ambulance service, as of June 1, 1983, are shown in Table 2.

TABLE 2

- | | |
|----|---|
| 1. | \$75 plus \$3 per loaded mile for non-emergency transfers scheduled 24 hours in advance. |
| 2. | \$87 plus \$3 per loaded mile for non-scheduled non-emergency transfers. |
| 3. | \$130 plus \$3 per loaded mile for non-life threatening emergencies (for City residents). |
| 4. | \$234 plus \$3 per loaded mile for non-life threatening emergencies (for non-City residents). |
| 5. | \$250 plus \$3 per loaded mile for life-threatening emergencies (for City residents). |
| 6. | \$354 plus \$3 per loaded mile for life threatening emergencies (for non-City residents). |

EMS CHARGES

This method of financing permits EMS service to be extended to the annexation area with its existing budget and no additional manpower or equipment will be needed to service the annexation area.

ESTIMATED ANNUAL COST: \$0

D. SOLID WASTE DISPOSAL

The City of Fort Wayne will provide garbage collection to the annexation area immediately after the annexation date. The City currently contracts with National Serv-All and SCA Services of Indiana to provide this service. The proposed annexation area will be served by SCA Services. According to the contract, the City is charged \$33.96 per household per year by SCA for each additional housing unit added through annexation. Since the Ranchwood Annexation Area contains 712 units, garbage disposal for the area will cost the City \$24,179.52 a year. The collection service will be financed by the City's Garbage Disposal Fund which comes from the General Fund. Figure 12 shows the service area of SCA and National Serv-All.

ESTIMATED ANNUAL COST: \$24,179.52

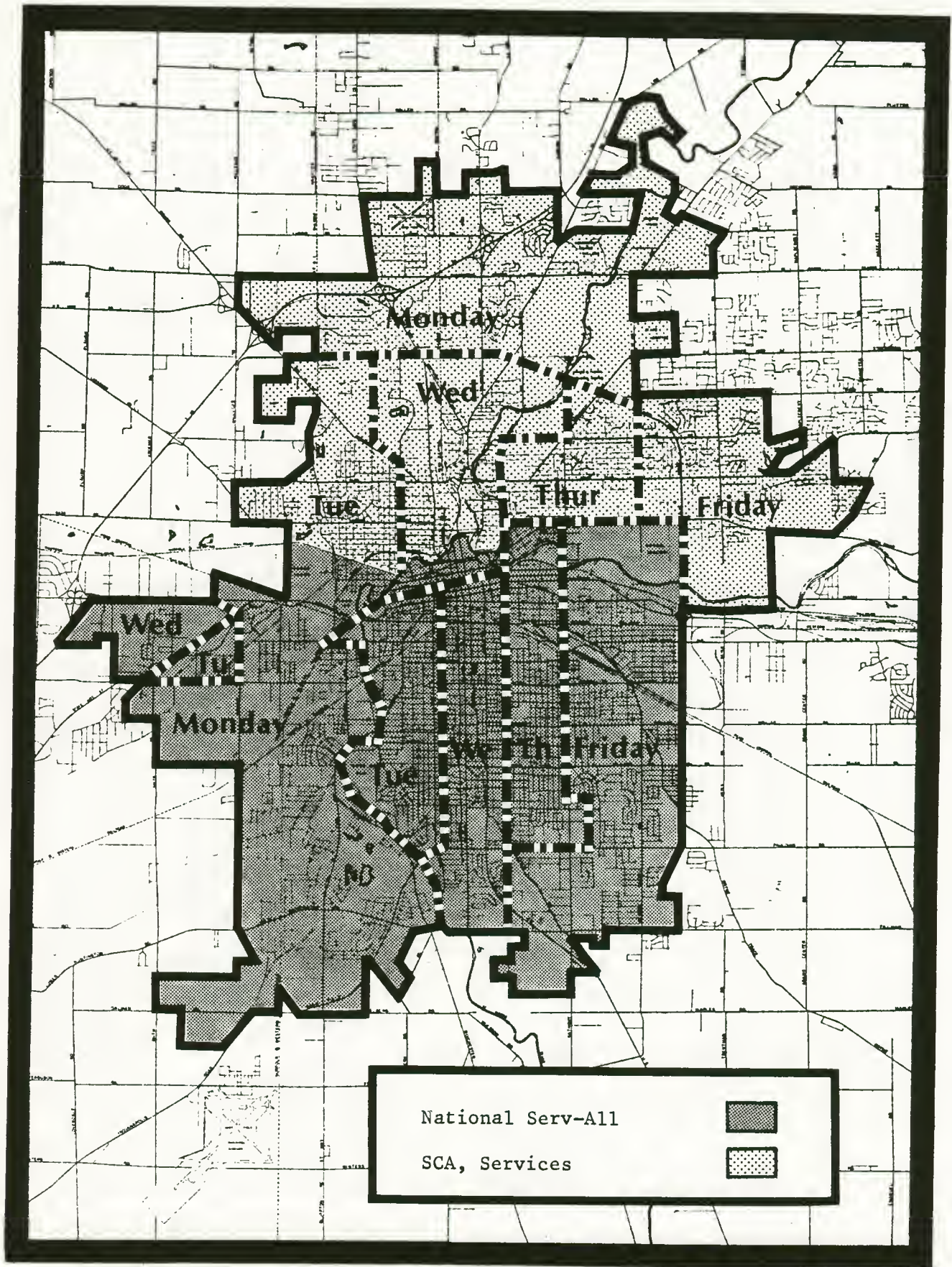
E. TRAFFIC CONTROL

The City's Traffic Engineering Department will assume responsibility for traffic control in the annexation area on the annexation date. Some of the services that can be provided by the department are surveys and investigations of traffic conditions and problems. Finally, the department provides installation and maintenance of traffic control devices such as stop lights, control signs, and fire alarm systems.

The Traffic Engineering Department will not require additional personnel to perform its services in the Ranchwood Annexation Area. Capital and labor costs will be \$1,479.85 for the installation of street signs in the area (see Figure 13). Funding sources for these services will be from real estate taxes, Motor Vehicle Highway (MVH) funds, and Revenue Sharing Funds.

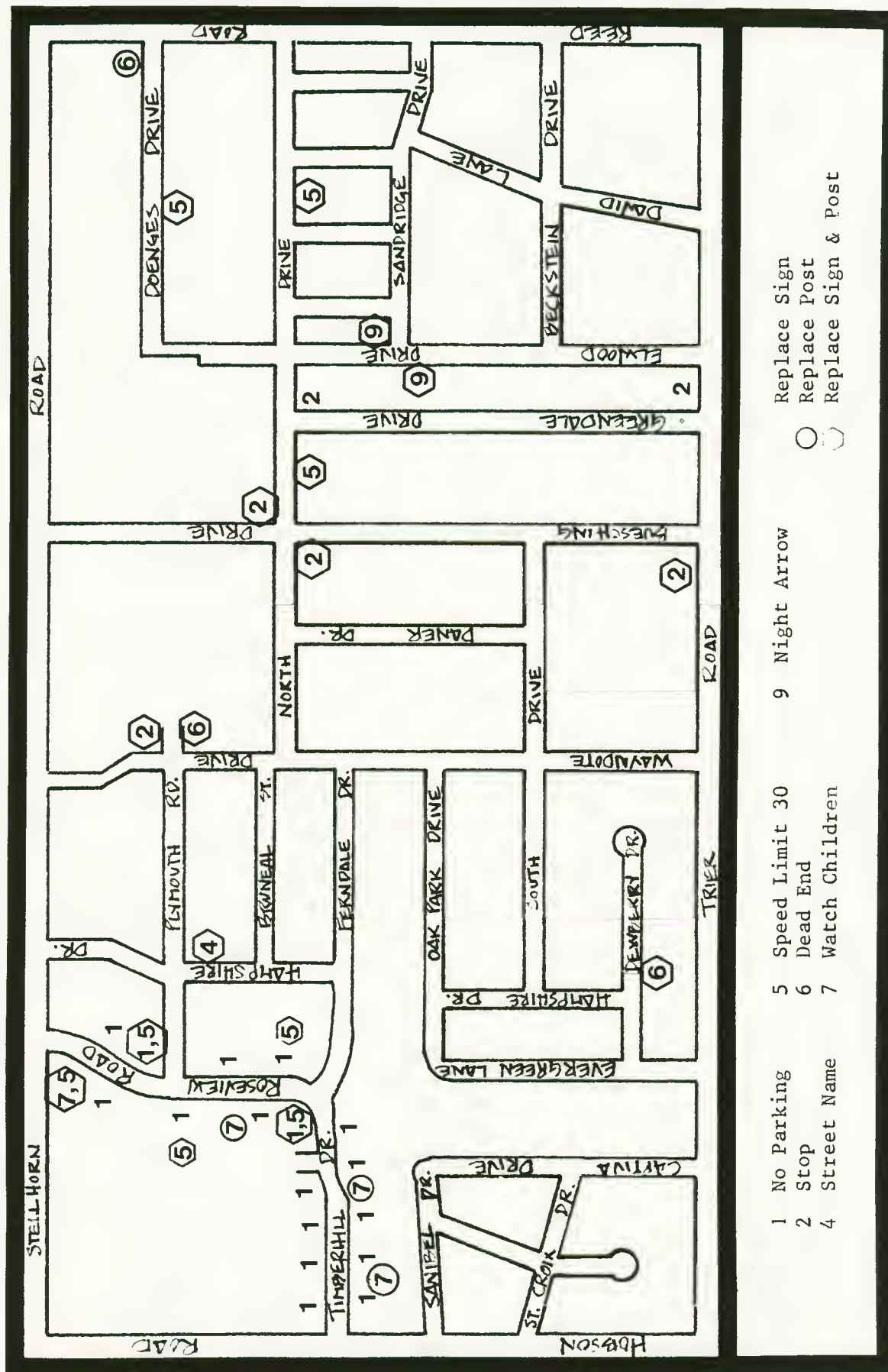
CAPITAL COSTS: \$1,479.85

FIGURE 12



SOLID WASTE DISPOSAL

FIGURE 13



STREET SIGNS

TABLE 3

<u>SIGN</u>	<u>SIZE</u>	<u>NO. REQUIRED</u>	<u>COST</u>	<u>TOTAL COST</u>
No Parking	12" x 18"	17	\$11.20	\$190.40
Speed Limit	24" x 30"	8	\$23.50	\$188.00
Street Name	6" x 30"	1 assembly	\$55.35	\$ 55.35
Dead End	24" x 24"	3	\$19.80	\$ 59.40
Stop	30" x 30"	6	\$28.35	\$170.10
Large Arrow	48" x 24"	2	\$41.40	\$ 82.80
TOTAL				\$746.05

POSTS

12'3 lb.	16	\$15.65	\$250.40
12'2 lb.	4	\$11.25	\$ 45.00
10'2 lb.	4	\$ 9.40	\$ 37.60
TOTAL			\$333.00

LABOR: \$400.80

GRAND TOTAL LABOR AND MATERIAL: \$1,479.85

STREET SIGNAGE COSTS

F. STREETS AND ROADS

The incorporation of the annexation area will add .78 miles of arterial streets, and 6.55 miles of local streets to the City's street system. The City will accept the streets and roads of the annexation area for maintenance and reconstruction, when in its opinion reconstruction is necessary. This acceptance is as of date of annexation. The Fort Wayne Street Department will be responsible for the general maintenance of all of the streets in the annexation area after the annexation date. General maintenance include snow and ice removal, leaf pick up, and surface maintenance. The Street Engineering Department will provide engineering services and construction supervision for all streets, alleys, and sidewalks that will constructed within the proposed annexation area. The provision of these services to the annexation area will not require any additional personnel or equipment, and they will be similar to those services already provided to the rest of the City. The average cost of general

street maintenance is \$2,500 per mile of street per year, so the annexation will cost the City approximately \$18,325 a year in street maintenance costs. The source of funding for street maintenance is the Street Department budget which is composed of funds from the Motor Vehicle Highway (MVH) program. The Street Engineering Department funds come from MVH, Federal Aid Urban (FAU), and Local Arterial Roads and Streets (LARS) programs. Figure 13A shows the location and types of road improvements which the City will provide to the area after annexation. Table 3A lists the roads in the area and the treatment they will receive upon annexation.

Besides the maintenance services just discussed, the Street Department will improve streets in accordance with the schedule for street maintenance contained in Table 3A. This shall be done without petition and at no cost to the residents. Arterial and often collector streets can be improved with funding from accounts such as FAU and LARS. The cost to improve other residential streets will be split between the property owners petitioning for the improvements and the City. The area will be treated equally with other petitions in the City and honored according to the same criteria such as filing date and the amount of money available in any particular year. If annexed, the residents will be able to use Barrett Bonding as a capital source to finance their share of the street project.

ESTIMATED ANNUAL COST: \$18,325

G. PARKS

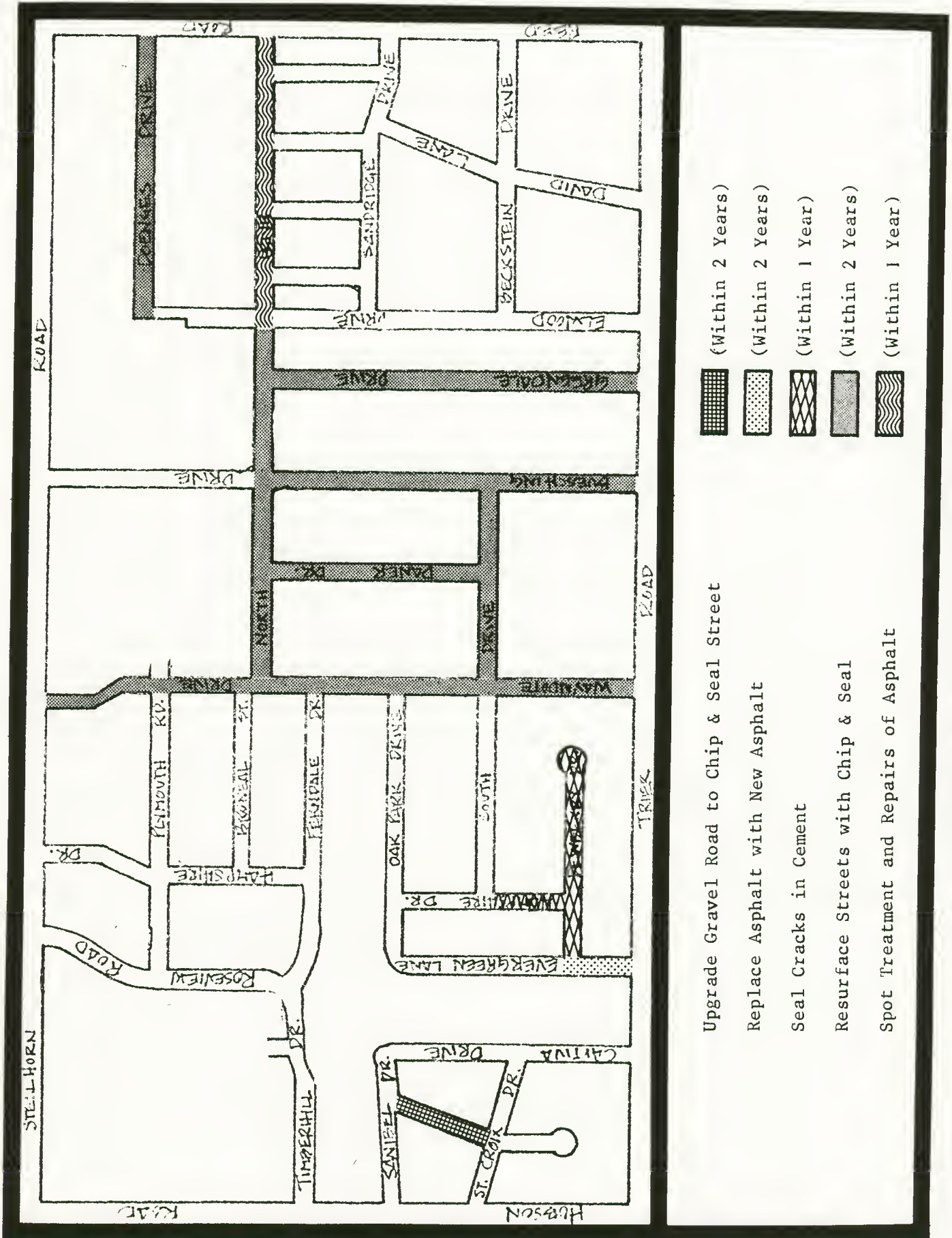
Residents of the annexation area presently have access to City park facilities such as swimming pools, baseball diamonds, picnic facilities, golf courses, indoor and outdoor skating facilities, etc. Presently, three City parks (Shoaff, Lions, and Johnny Appleseed) are located within 1.5 miles of the annexation area. After annexation, Ranchwood residents will continue to have access to these facilities and, through the property tax, will contribute to their maintenance.

ESTIMATED ANNUAL COST: \$0

H. WATER

The Fort Wayne water utility is presently serving about 500 customers in the annexation area (See Figure 8). If requested, the utility has the capacity and the capability to provide sufficient volumes of water to the portions of the annexation area not presently receiving water services. The extension of water services to individual developments will be considered once the property owners in the area petition for such service. This procedure is the same as that being used by areas within

Figure 13A



STREET MAINTENANCE

Table 3A

RANCHWOOD CIVIC ASSOCIATION

List of Street Repair and Resurface Items

May 21, 1984

1st Priority - Within 1 year

Buesching Drive - North Drive to Trier - Level and resurface with chip and seal.

Greendale Drive - Level and resurface with chip and seal.

North Drive - Reed to Elwood Easement - Spot repair of asphalt including lowering drain manhole and raising low spot, 100' west of Reed.

Hampshire (South Drive to Dewberry) and Dewberry - Seal cracks in cement.

2nd Priority - Within 1-2 Years

Doenges Drive - Level and resurface with chip and seal.

North Drive - Elwood Easement to Wyandotte - Level and resurface with chip and seal.

Daner Drive - Level and resurface with chip and seal.

South Drive - Buesching to Wyandotte - Level and resurface with chip and seal.

Evergreen and Dewberry Intersection - Remove and replace.

Wyandotte Drive - Resurface with chip and seal.

3rd Priority - Within 2 Years

Cherrystone Lane - If residents desire, will grade, widen and upgrade gravel road to chip and seal street.

Evergreen Lane - Dewberry to Trier - Replace asphalt with new asphalt.

Normal Priority

All other streets in the Area,

Residents can petition for any desired curbs and sidewalks.

STREET MAINTENANCE

the City. The property owners in the area must also finance the cost of the installation on either a cash basis, or with a mechanism similar to Barrett Bonding. The bonding procedure permits property owners to spread their payments for the installation costs over a ten year period. Also, when the area is annexed into the City, the residents who are using the water utility system will no longer have to pay the thirty-five percent out-of-City surcharge.

ESTIMATED ANNUAL COST: \$0

I. FIRE HYDRANTS

The City of Fort Wayne pays the Fort Wayne Water Utility \$165.75 annually for each fire hydrant located within the City. Since the annexation area contains 57 fire hydrants, the City will pay the utility \$9,447.75 a year after the area is annexed into the City. This money will be taken from the General Fund.

ESTIMATED ANNUAL COST: \$9,447.75

J. SANITARY SEWERS

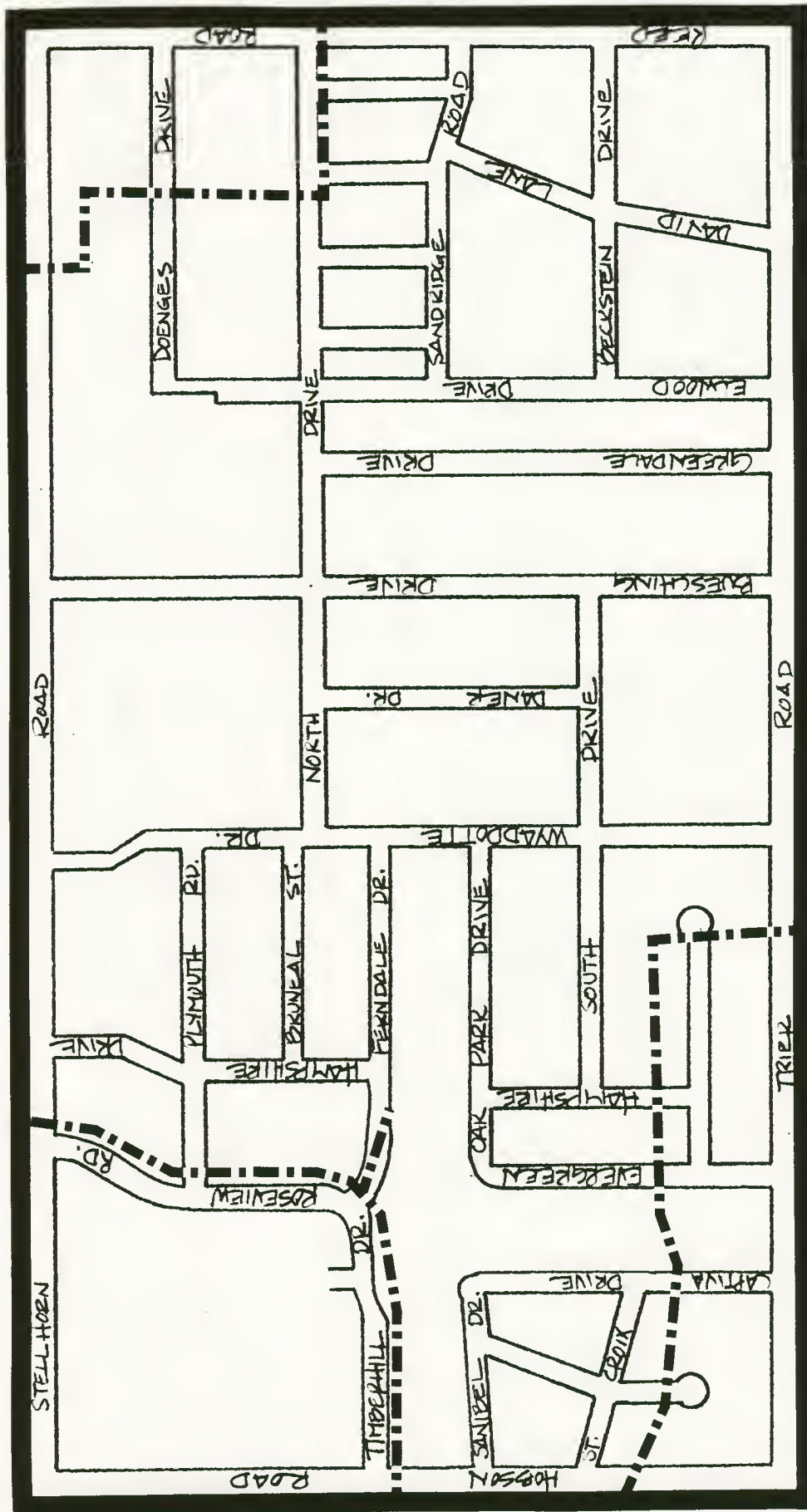
The Fort Wayne Department of Water Pollution Control (WPC) presently provides sanitary sewers to the annexation area (see Figure 9). As was mentioned earlier, some residents waived their right to remonstrate against annexation when they accepted sewer facilities. If additional sewer service is desired, the Water Pollution Control Department has the capability to provide this service. However, the residents will first have to petition for such service. Residents will also have to pay for the installation of the sewers. Upon annexation, residents will be able to take advantage of the Barrett Bonding process. Barrett Bonding permits residents to make long-term, low interest payments for their sewers. Finally, upon annexation, customers of the sewer utility will no longer have to pay the thirty-five percent out-of-city surcharge.

ESTIMATED ANNUAL COST: \$0

K. STORM SEWERS

After the effective date of the annexation, the City will clean and dredge the existing ditch between Hobson Road and Wyandotte Drive. The City will also set aside \$390,000 from the property taxes received from the annexation territory in the first three years in which taxes are received, placing that sum in a special fund. The special fund shall be used for storm water drainage problems in the annexed area, as determined by the Fort Wayne Board of Works. Investigation and engineering, which shall

FIGURE 14



STORM SEWERS

be paid for out of the \$390,000, will be limited to twenty percent. Such investigation and engineering will be conducted when appropriate to determine the best course of action toward correcting the drainage problems of the area, and at such time so as to enable construction to begin when deemed appropriate by the City, but no later than a reasonably short time after the total funds are available for the project.

In determining how best to use these funds to assist toward correcting the drainage problems of the annexation area, the Fort Wayne Board of Works will consult the residents of the annexation area.

After consultation, and if added funds would be necessary to correct the drainage problem in the annexation area, the Fort Wayne Board of Works shall also present a supplemental plan that will allow the residents of the annexation area to financially participate, if the residents so choose, in the supplemental drainage project, in a way which will further assist toward alleviating the drainage problems of the area. Should sufficient residents not choose to participate in the supplemental plan, the City will not be required to complete the supplemental plan. The City will only be required to complete the plan for the use of the special fund noted above.

The services mentioned above will be provided only if there is no remonstrance filed by a majority of the land owners or by the owners of more than 75 percent of the assessed valuation of land in the annexation area.

ESTIMATED COST: \$390,000

L. STREET LIGHTING

Immediately after the annexation date, the Street Lighting Department will provide maintenance and energy for the existing street lighting in the proposed annexation area located within the public right-of-way.

There are presently 52 lights within the Woodview Manor Apartment Complex which are privately owned by the apartments and which will be transferred to City ownership after this area is annexed. In addition, there are 9 Indiana and Michigan rental lights in the residential area which will also be taken over by the City. It is the goal of the City to light every intersection in Fort Wayne. Therefore, the City will place street lights at the remaining 36 intersections in the annexation area which do not have them (see Figure 15). In order to expedite the installation of the street lights, residents should petition them from the Street Lighting Department. Once the petition has been received by the City, it will be placed on a waiting list. When street lights have been constructed for all requests which were received prior to the petition from the annexation area, construction will begin as soon as funds are available. The City will pay for the construction costs, which are shown below:

TABLE 4

	CAPITAL	MAINTENANCE*	ENERGY*
Woodview Manor	\$ 0	\$624	\$655
I & M Rental	\$ 9,600	\$144	\$137
Intersections	\$27,400	\$396	\$297
*Yearly costs			

STREET LIGHTING COSTS

Any additional lighting must be petitioned for by the residents involved per State Statute. If the residents prefer to have ornamental lights or underground wiring, they would also have to petition for them and would be assessed for the cost of such installation. The money for the installation and operation of street lights will come from the City Utilities budget.

In assessing the annual operating costs, it is assumed that for the first two years, the City will pay for the 9 Indiana and Michigan lights and the 52 lights in Woodview Manor. It is further assumed for cost purposes that the 36 additional street lights will be constructed in the third year and that the operating costs will increase accordingly. This lighting project will be placed on the street lighting project list and will be constructed in its proper turn.

CAPITAL COSTS: \$37,000

ESTIMATED ANNUAL COSTS: \$1,560 (the first year)
\$2,253 (the third year)

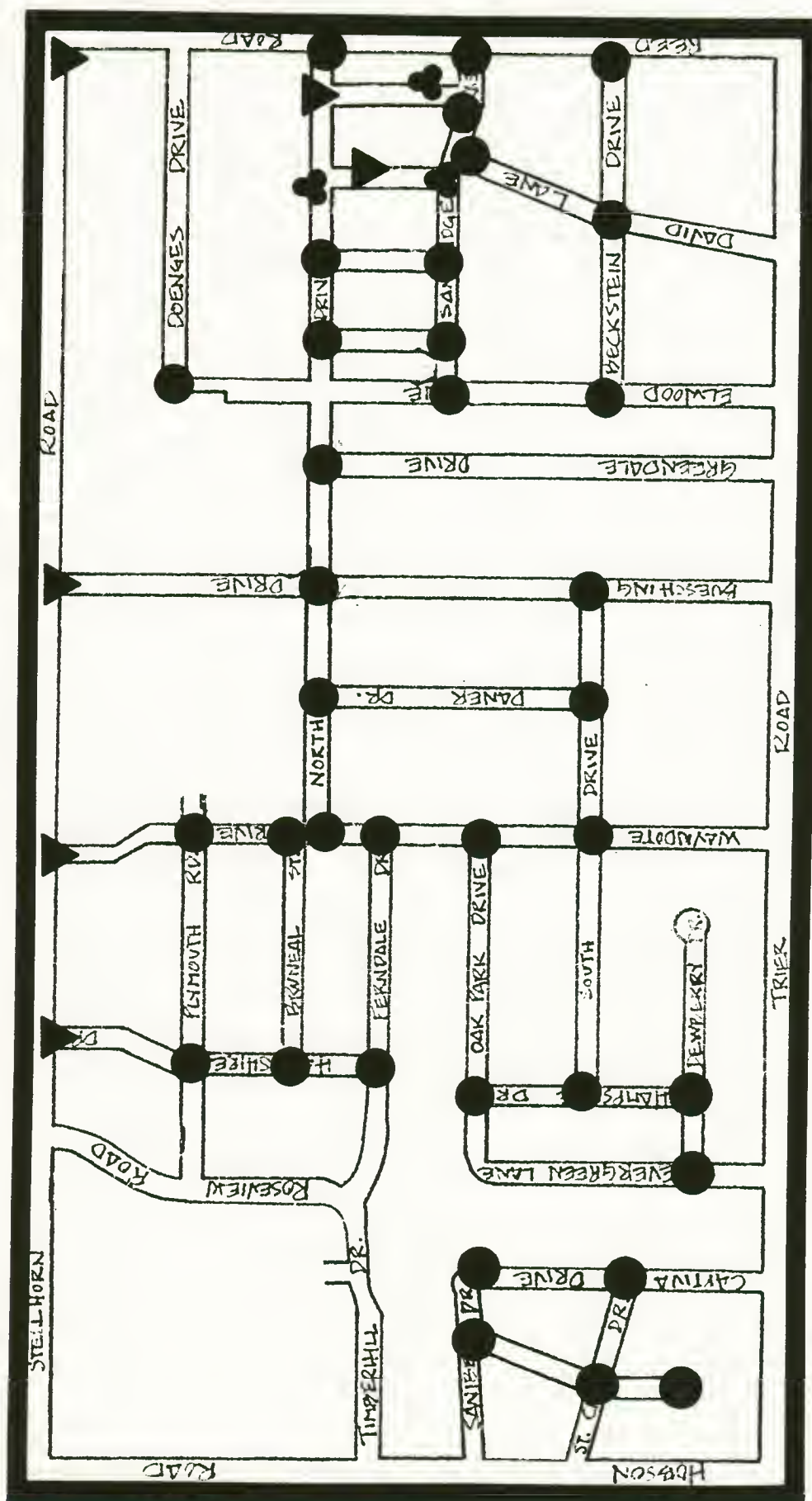
M. ADMINISTRATIVE SERVICES

All administrative functions of the City will be available to the Ranchwood Annexation Area immediately upon the date of annexation. These services include, but are not limited to, the Law Department, the City Plan Commission, the Mayor's Office, the Board of Works, the Metropolitan Human Relations Department, the City Clerk's Office, the Citizen's Advocate Office, etc. General administration includes all of the regulatory and program functions of the various City departments. When the area is annexed, City departments will be notified and will expand their jurisdictional areas accordingly.

The costs of these services cannot be directly related to the size or population of an area. Consequently, this plan does not include cost estimates. However, the budgets of these departments are prepared with the expectation that the City will annex several areas during the budgetary period. Therefore, expansion of administrative functions is possible. Funding comes from a variety of sources, including the General Fund, the State, and the Federal government.

ESTIMATED ANNUAL COST: \$0

FIGURE 15



NEW STREET LIGHTS

N. SIDEWALKS

The City of Fort Wayne will not require residents of the annexation area to pay for the construction of sidewalks in the annexation area without a valid petition by the appropriate property owners in accordance with applicable law.

ESTIMATED ANNUAL COST: \$0

O. RANCHWOOD ANNEXATION PACKAGE

The Ranchwood Annexation Package (contained in the appendix) is the agreement reached by representatives of the City of Fort Wayne and representatives from the Ranchwood Neighborhood Association regarding the provision of certain services beyond standard services to the annexation area. Portions of the agreement were contained in this section on service provision. If there appears to be any discrepancy between the excerpted portions of the agreement and the agreement itself, the agreement as it appears in the appendix shall be controlling.

SECTION FIVE

FINANCIAL SUMMARY AND RECOMMENDATION

The purpose of this section is to report the revenues and expenditures from the proposed Ranchwood annexation. This section will also provide a five year summary of the expenditures compared with the revenues.

A. REVENUES

Property taxes are the main source of revenue to be received from the Ranchwood Annexation Area. Property taxes are computed from the gross amount of assessed valuation in the area which can be obtained from the office of the St. Joseph Township Assessor. The formula for computing tax revenue is shown in Table 5:

TABLE 5

$$\frac{V-E}{100} (T) = TR$$

Where: V = Assessed Valuation
 E = Home Mortgage Exemption
 T = Tax Rate
 TR = Tax Return

TAX REVENUE FORMULA

The total assessed valuation of the proposed Ranchwood annexation is \$6,200,140. Next, a home mortgage exemption is deducted from this total. There are 472 homes in the annexation area and, assuming that each one is eligible for a home mortgage exemption of \$1,000, the total taxable assessed valuation of the annexation area is \$5,728,140. The \$5,728,140 is then computed with the City's present tax rate less that part the residents are presently paying (the tax rate (see Table 6) is 3.8421). However, property owners in this area are already paying the Public Transportation and the Transportation Bond Taxes. Subtracting these rates from the total rate leaves a tax increase of \$3.732. In addition, the residents are presently paying a tax of .0023 for emergency medical service a tax of .0789 for fire protection. Upon annexation, they will no longer have to pay these taxes. The computation equals \$213,774 in property tax revenues. Finally, a 20 percent individual tax credit is deducted from this figure. Therefore, the total amount of property tax revenue that will be paid by residents of this area will be \$171,019. The 20 percent deduction will be returned to Fort Wayne by the state with revenues raised by the state sales tax. The total revenues received by the City from this annexation will be \$213,774 when the property tax relief revenues from the state are received.

This annexation will also enable the City to receive additional money from the Motor Vehicle Highway (MVH) and from the Local Arterial Roads and Streets (LARS) funds. This is because these funds are allocated according to street miles. In 1982, the City received \$3,573 per street mile from the MVH fund and \$1,802 from the LARS fund. The annexation area will add 7.33 miles to the City's street system. Therefore, the City will receive an additional \$26,190 from MVH and an additional \$13,209 from LARS because of the Ranchwood annexation.

TABLE 6

Corporation General	\$2.5083
Redevelopment General	.0062
Sewer Fund	.0614
Corporation Bond	.4400
Fire Pension	.1507
Police Pension	.1710
Park General	.3780
Sanitary Officers Pension	.0164
Public Transportation	.1051
Transportation Bond	<u>.0050</u>
Total	\$3.8421

TAXING DISTRICT RATE

In addition to property taxes and highway funds the City receives revenues from Federal Revenue Sharing funds, the Community Development Block Grant, the Cigarette Tax and the Alcoholic Beverage Tax. These grants and funds are based in part on the City's population. Since population is only one element of a very complex distribution formula, the direct contribution of the Ranchwood annexation cannot be calculated. Still, these funds will increase with the city population increases.

B. EXPENDITURES

Expenditures that were reported in the section on Municipal Services are summarized in Table 7. Capital costs are separated from operating costs, and they are considered as maximum expenditures. Since the needs of the annexation area must be treated equally with the needs of other areas in Fort Wayne, capital improvement projects such as the installation of streets, curbs, and sidewalks must follow routine city procedures which often require petitioning. Utility costs are not reported here as they are paid for by the property owners, and only after they request the improvements.

C. FIVE YEAR SUMMARY

The Five Year Summary shows the projected expenditures compared with the tax revenues expected in the Ranchwood Annexation Area for the first five years after it is incorporated into the City of Fort Wayne.

The summary automatically includes for each of the five years an 3.9 percent inflation factor for municipal expenditures, and a 5 percent increase factor for City revenues. The 3.9 percent inflation factor is the rate of inflation from December 1981 to December 1982 as calculated by the U.S. Department of Labor. The revenue factor is derived from the percent increase of assessed valuation in Indiana. This increase is applied to the City's allowed levy ceiling.

TABLE 7

DEPARTMENTS	CAPITAL COSTS	OPERATING COSTS
Police	\$.00	\$ 4,818.00
Fire	\$.00	\$.00
EMS	\$.00	\$.00
Solid Waste Disposal	\$.00	\$24,179.52
Traffic Control	\$.00	\$.00
Streets	\$ 1,479.85	\$18,325.00
Street Lighting	\$ 37,000.00	\$ 1,560.00
Parks	\$.00	\$.00
Water	\$.00	\$.00
Fire Hydrants	\$.00	\$.00
Sanitary Sewer	\$.00	\$.00
Storm Sewer	\$390,000.00	\$.00
Administrative Functions	\$.00	\$.00
TOTAL	\$428,479.85	\$48,882.52

EXPENDITURES

Table 8 includes both capital and operating costs in the estimated first year expenditures. Capital costs are a one time expenditure to upgrade the proposed annexation area. The figure of \$428,479 will be the capital costs over a five year period. The capital costs for 1984 will be \$11,880. This includes \$27,400 for street lighting and \$1,480 for traffic control. An additional \$27,400 for street lighting is included in the 1986 expenditures. The inclusion of these capital expenditures explains why expenses will decrease from 1984 to 1985 and from 1986 to 1987.

Property tax revenue from the annexation area will not be collected until 1985. Assuming the area is annexed in February of 1984, assessment will not occur until March of 1984, with revenues being collected in 1985. Since revenues are not collected for

one year after the effective date of the annexation, the City will experience a loss of \$150,564 in 1984, however, this loss will be offset by an additional \$39,399 in highway funds.

TABLE 8

	EXPENDITURES	PROPERTY TAX REVENUE	MVH & LARS FUNDS	BALANCE
1984	\$189,963		\$39,399	--\$150,564
1985	\$180,789	\$224,463	\$39,399	+\$ 83,073
1986	\$210,918	\$235,686	\$39,399	+\$ 64,167
1987	\$ 53,518	\$247,470	\$39,399	+\$233,351
1988	\$ 55,605	\$259,844	\$39,399	+\$243,638
	<u>\$690,793</u>	<u>\$967,463</u>	<u>\$196,995</u>	<u>+\$473.665</u>

REVENUES MINUS EXPENSES

D. RECOMMENDATION

This Fiscal Plan, which meets the state law requirements that a fiscal plan be prepared, shows that the Ranchwood annexation is in accordance with the applicable state statutes. Therefore, it is recommended that after the passage of the annexation ordinance and its approval by the Mayor, this area should be annexed by the City of Fort Wayne sixty days after the second newspaper notification.

Footnotes

¹The tax increase referred to (3.732) refers to the tax revenues which will be received by the city of Fort Wayne or one of the special districts operating within the Fort Wayne. This should not be confused with the total tax increase which was mentioned in Section One (3.6508). Table 9 shows why the two increases will not be the same. Although the residents will have a city tax increase of 3.732, they will no longer have to pay for township EMS and township fire protection services. Therefore the total decrease of these services is .0812. Subtracting this total from the city tax increase gives a total tax increase of 3.6508.

It is not anticipated that, due to the annexation of the Ranchwood area, any governmental employees will be eliminated from otyher governmental agencies. Because of this fact, no plan has been prepared for the hiring of such employees.

Table 9

		ST. JOSEPH TRANSIT	FT. WAYNE ST. JOSEPH
STATE	State Fair Board	.0035	.0035
	State Forestry	.0065	.0065
	TOTAL STATE	.01	.01
COUNTY	County General	.7735	.7735
	County Welfare	.3136	.3136
	County Health	.0480	.0480
	Cumulative Bridge	.0730	.0730
	County Bonds	.0470	.0470
	TOTAL COUNTY	1.2551	1.2551
TOWNSHIP	Township General	.0053	.0053
	Fire Protection	.0789	
	Township Recreation	.0014	.0014
	Township M.S.	.0023	
	TOTAL TOWNSHIP	.0879	.0067
SCHOOLS	School General	2.7620	2.7620
	School Debt	.269	.269
	Comulative Building	.4300	.4300
	School Transportation	.1934	.1934
	Museum of Art	.0050	.0050
	TOTAL SCHOOL	3.6594	3.6594
LIBRARY	Library Operating	.2875	.2875
	Library Bond	.0305	.0305
	TOTAL LIBRARY	.3180	.3180
CITY AND SPECIAL TAXING DISTRICT	Corporation General		2.5083
	Redevelopment General		.0062
	Sewer Fund		.0614
	Corporation Bond		.4400
	Fire Pension		.1507
	Police Pension		.1710
	Park General		.3780
	Sanitary Officers Pen.		.0164
	Public Transportation	.1051	.1051
	Transportation Bond	.0050	.0050
	TOTAL CITY & SPECIAL DISTRICT	.1101	3.8421
	TOTAL TAX RATES	5.4405	9.0913

TOTAL TAX RATE

APPENDIX

RANCHWOOD ANNEXATION PACKAGE

1. After the effective date of the annexation, the City will clean and dredge the existing ditch between Hobson Road and Wyandotte Drive.

2. The City will set aside \$390,000 from the property taxes received by the City from the annexation territory in the first three years in which taxes are received, placing that sum in a special fund. The special fund shall be used for storm water drainage problems in the annexed area, as determined by the Fort Wayne Board of Works. Investigation and engineering which shall be paid for out of the \$390,000 shall be limited to twenty percent (20%). Such investigation and engineering will be conducted when appropriate to determine the best course of action toward correcting the drainage problems of the area, and at such time so as to enable construction to begin when deemed appropriate by the City, but no later than a reasonably short time after the total funds are available for the project.

In determining how best to use these funds to assist toward correcting the drainage problems of the annexation area, the Fort Wayne Board of Works will consult the residents of the annexation area.

3. After consultation and if added funds would be necessary to correct the drainage problem in the annexation area, the Fort Wayne Board of Works shall also present a supplemental plan that will allow the residents of the annexation area to financially participate, if the residents so choose, in the supplemental drainage project, in a way which will further assist toward alleviating the drainage problems of the area. Should sufficient residents not choose to participate in the supplemental plan, the City will not be required to complete the supplemental plan. The City will only be required to complete the plan for the use of the special fund noted in 2 above.

4. The City of Fort Wayne shall accept the streets of the annexation area for maintenance and provide the street repair services listed in exhibit 1 attached.

5. The City of Fort Wayne will provide and maintain approximately 32 street lights in the annexation area.

6. The City of Fort Wayne will not require residents of the annexation area to pay for the construction of sidewalks in the annexation area without a valid petition by the appropriate property owners in accordance with applicable law.

7. The effective date of the Ranchwood Annexation will be December 31, 1984, instead of the originally scheduled date of December 31, 1983.

8. In addition the City of Fort Wayne will provide the following non-capital City services to the annexation area immediately upon the effective date of the annexation

- a. Police and Fire Protection
- b. Snow Removal
- c. Leaf Pick-up
- d. Emergency Medical Service
- e. Trash Collection Services
- f. Barrett Bonding Capabilities (with City cost-sharing on some capital improvement projects, such as sidewalk construction).

All other services set forth in the Fiscal Plan shall be provided within the time limit imposed by state statute.

9. Upon the effective date of the annexation, Ranchwood residents connected to City water services will no longer be required to pay the 35 percent out-of-City surcharge.

10. Any agreement reached is subject to there being no remonstrances filed by majority of the land owners or by the owners of more than 75% of the assessed valuation of land in the annexation area.

EXHIBIT ONE

RANCHWOOD CIVIC ASSOCIATION

List of Street Repair and Resurface Items

May 21, 1984

1st Priority - Within 1 year

Buesching Drive - North Drive to Trier - Level and resurface with chip and seal.

Greendale Drive - Level and resurface with chip and seal.

North Drive - Reed to Elwood Easement - Spot repair of asphalt including lowering drain manhole and raising low spot, 100' west of Reed.

Hampshire (South Drive to Dewberry) and Dewberry - Seal cracks in cement.

2nd Priority - Within 1-2 Years

Doenges Drive - Level and resurface with chip and seal.

North Drive - Elwood Easement to Wyandotte - Level and resurface with chip and seal.

Daner Drive - Level and resurface with chip and seal.

South Drive - Buesching to Wyandotte - Level and resurface with chip and seal.

Evergreen and Dewberry Intersection - Remove and replace.

Wyandotte Drive - Resurface with chip and seal.

3rd Priority - Within 2 Years

Cherrystone Lane - If residents desire, will grade, widen and upgrade gravel road to chip and seal street.

Evergreen Lane - Dewberry to Trier - Replace asphalt with new asphalt.

Normal Priority

All other streets in the Area,

Residents can petition for any desired curbs and sidewalks.

STREET MAINTENANCE

